

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN" 2,338 tons Captain W. A. Valentine.
 "FATSHAN" 2,260 " R. D. Thomas.
 "HANKOW" 3,073 " C. V. Lloyd.
 "KINSHAN" 1,995 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM" 2,363 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons Captain T. Hamlin.
 Service temporarily suspended.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.
 THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 88 tons Captain J. Wilcox.
 "NANNING" 569 " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

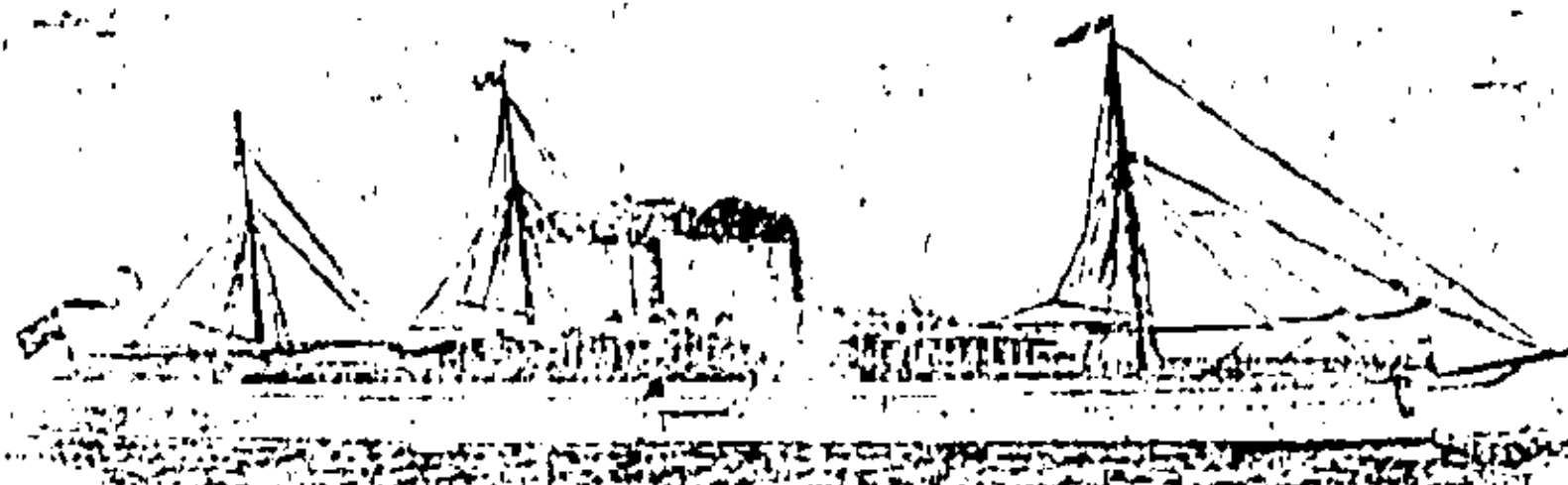
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (1st Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 24th September, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
 R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER
 "EMPRESS OF JAPAN" 6,000 THURSDAY, September 27 October 15
 "MONTEAGLE" 6,163 WEDNESDAY, October 3 October 27
 "EMPRESS OF CHINA" 6,000 THURSDAY, October 25 November 12
 "TARTAR" 4,425 WEDNESDAY, October 31 November 24
 "EMPRESS OF INDIA" 6,000 THURSDAY, November 22 December 10
 "ATHENIAN" 3,882 WEDNESDAY, November 28 December 22
 "EMPRESS" steamers will depart from Hongkong at 4 P.M.
 Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOREA, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Patrial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class 140 St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42.
 R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya.

Hongkong, 12th September, 1906.

F. BLACKHEAD & CO.,
 SHIP-CHANDLERS, SAIL-MAKERS,
 COAL AND PROVISION MERCHANTS,
 NAVAL CONTRACTORS
 AND GENERAL COMMISSION AGENTS.
 GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG.
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
 HARTMANN'S RAHTIEN'S GENUINE
 COMPOSITION RED HAND
 BRAND, HARTMANN'S GREY PAINT,
 DAIMLER'S PATENT MOTOR
 LAUNCHES.
 &c., &c., &c.
 Sole Agents for
 FERGUSON'S SPECIAL CREAM
 and
 P. & O. SPECIAL LIQUOR SCOTCH
 WHISKY, &c.
 EVERY KIND OF
 SHIPS STORES AND REQUISITES
 ALWAYS IN STOCK
 AT
 REASONABLE PRICES.
 Hongkong 7th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
 司公隆廣李
 CABINET-MAKERS AND ART DECORATORS,
 from Shanghai, has re-opened their
 FURNITURE STORE
 at
 No. 35, DES VŒUX ROAD CENTRAL.
 The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
 of every description can be made to
 order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
 "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.
 ORDERS punctually attended to, and
 CHARGES most moderate.
 AN INSPECTION INVITED.
 Hongkong, 1st March, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STREAMERS. SAILING DATES.
 PRINZ HEINRICH WEDNESDAY, 26th September.
 GNEISENAU WEDNESDAY, 10th October.
 PRINZ LUDWIG WEDNESDAY, 24th October.
 PRINZESS ALICE WEDNESDAY, 7th November.
 ROON WEDNESDAY, 21st November.
 BUELOW WEDNESDAY, 5th December.
 PRINZ REGENT LUITPOLD WEDNESDAY, 19th December.
 PRINZ EITEL FRIEDRICH WEDNESDAY, 2nd January, 1907.
 SEYDLITZ WEDNESDAY, 16th January.
 PRINZ HEINRICH WEDNESDAY, 30th January.
 GNEISENAU WEDNESDAY, 13th February.
 PRINZ LUDWIG WEDNESDAY, 27th February.

ON WEDNESDAY, the 26th day of September, 1906, at Noon, the Steamship PRINZ HEINRICH, Captain P. Grosch, with Mails, PASSENGERS, SPECIAL and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 24th September, Cargo and Special will be received on Board until 5 P.M., on TUESDAY, the 25th September, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 25th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STREAMERS. TONS. SAILING DATES.
 PRINZ SIGISMUND 3,302 WEDNESDAY, 26th September, 4 P.M.
 WILLEHAD 4,763 TUESDAY, 13th November.

ON WEDNESDAY, the 26th day of September, 1906, at 4 P.M., the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.
 The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	\$18.—	\$18.10	\$14.00	Return \$42.00	\$37.15
TO BRISBANE	\$30.—	\$20.—	\$14.—	Return \$54.—	\$36.—
TO SYDNEY	\$33.—	\$23.—	\$15.—	Return \$59.10	\$41.10
TO MELBOURNE	\$34.10	\$24.10	\$16.—	Return \$62.5	\$44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG ...	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £97. 0. 0.
 TO EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0.
 From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 YOKOHAMA & KOBE PRINZ SIGISMUND WEDNESDAY, 26th September.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } PRINZ LUDWIG WEDNESDAY, 26th September.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } PRINZESS ALICE WEDNESDAY, 10th October.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	66. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS,
 Hongkong, 24th September 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 46.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 373, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I., and Watkins.

Yokohama, May 23rd, 1905.

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JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE
 BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMAH	JAPAN	Second half September	JAVA PORTS.	Second half September
TJIBODAS	JAVA	Second half October	JAPAN VIA SHANGHAI	Second half October
TJIPANAS	JAPAN	Second half October	JAVA PORTS	Second half October

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 12th September, 1906.

[15]

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. The steamers sail from HONGKONG to SAMSHUI, SHUHHING, TAKHUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.

Hongkong, 23rd December, 1905.

[14]

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Boatnick Street. 566, Nanking Road.
 Hongkong, 27th November, 1905. [48]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE
 Hongkong, 11th September, 1905. [65]

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices. Orders Promptly Executed.

No. 5, ARSENAL STREET
 Hongkong.
 Hongkong, 28th April, 1906. [510]

A. CHAZALON & CO.

JUST UNPAKED.

ANCHOVY IN OIL (Boneless).
 STUFFED OLIVES.
 SARDINES (Boneless).
 DO. AU CITRON.
 FISH PASTE FOR SANDWICH.
 PUREE DE FOIE GRAS DO.
 AND
 Other Picnic size tins of PRESERVES.
 FRENCH BISCUITS.
 HUNTLEY & PALMER'S BISCUITS AND CAKES.
 CROSBY & BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.
 ALSO
 GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.
 Hongkong, 21st July, 1906. [15]

Intimation.

Powell's

ALEXANDRA

BUILDINGS

SEE
LARGE
WINDOW
for

SPECIAL SHOW

of

MIRZAPORE

RUGS

VARIOUS SIZES,

\$18.50

to

\$60.00

Each.

SPLENDID

VALUE.

WM. POWELL,
LTD.,

Complete

House Furnishers,

HONGKONG.

Hongkong, 12th September, 1906.

Intimations

K. A. J. CHOTIRMALL & CO.,

8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).

HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA
SERONGS.MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

VIOLIN AND MUSIC LESSONS.

LADY VIOLINIST can spare a couple
hours daily for lessons in VIOLIN and
MUSIC to Ladies and Children. Private Tuition.
For Terms, apply to—

C/O Hongkong Telegraph.

Hongkong, 8th September, 1906. [505]

ASK
for
Watson's
DUNDEE
Whisky
No. 1James Watson & Co.
Ltd.,
DUNDEE.No. 10.
Supreme
among
SCOTCH
WHISKIES.Supplied by
Messrs. Watkins, Ltd.
Apothecaries' Hall,
Hong Kong.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
ONWEDNESDAY,
the 26th September, 1906, at 11 A.M., at his
Sales Rooms, Duddell Street,THE WHOLE OF THE
STOCK-IN-TRADE, FURNITURE and
FIXTURES, and the GOODWILL
of Messrs. CARROLL & CO.
(Wine and Spirit Merchants).

The Stock Comprising—

225 Cases CLARET, 10 Cases CHAM-
PAGNE, 50 Cases WHITE WINES, 55
Cases ASSORTED LIQUEURS, 55 Cases
SHERRY, 45 Cases BRANDY, 40 Cases
H. O.K., 50 Cases BURGUNDY, 25 Cases
GIN, 16 Cases SAUTERNE, 25 Cases
WHISKEY, 45 Cases BEER, 27 Cases
VERMOUTH, 16 Cases RUM, &c., &c., &c.

To be sold in One Lot.

For further Particulars, apply to the Under-
signed.

TERMS—As Customary.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 24th September, 1906. [91]

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Trustee in Bankruptcy,
to sell by
PUBLIC AUCTION,
ONFRIDAY,
the 28th September, 1906, at 11 A.M., at No. 1,
Ormsby Terrace, Kowloon,SUNDRY
HOUSEHOLD FURNITURE,
Comprising—TAPESTRY COVERED DRAW-
ING ROOM SUITE, PLYTH COVERED
EASY CHAIRS, TEAKWOOD EXTEN-
SION DINING TABLE, MARBLE-TOP
SIDEBOARD with BEVELLED GLASS,
DINNER WAGON with BEVELLED
GLASS, BRASS FENDERS, BRASS-
MOUNTED DOUBLE BEDSTEADS with
WIRE and HAIR MATTRESSES, DOUBLE
and SINGLE WARDROBES with BEVEL-
LED GLASS, COOKING STOVE and
UTENSILS, &c., &c., &c.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 22nd September, 1906. [941]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING
OF THE MEMBERS of the above Club
will be held in the Pavilion, on WEDNESDAY,
the 26th instant, at 5.30 P.M.

By Order of the Committee,

A. R. L. J. E.,
Secretary and Treasurer.

Hongkong, 18th September, 1906. [914]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.THE ORDINARY ANNUAL GENERAL
MEETING OF SHAREHOLDERS in
the above Company will be held at the Com-
pany's Office, on SATURDAY, the 29th
September, at 10 A.M., for the purpose of receiving
the Report of the General Managers, together
with a Statement of Accounts to 30th June,
1906.The TRANSFER BOOKS of the Company
will be CLOSED from the 22nd to 29th
September, both days inclusive.DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, 17th September, 1906. [922]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.WM. PARLANE,
Manager.

Hongkong, 12nd June, 1906. [171]

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFA-
CTURERS and DEALERS in Ladies'
and Children's Underwear, Silk Hosiery, Grass-
cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [185]

COMMERCIAL.

FREIGHT.

Messrs. Lamke & Rogge write in their circular
of 22nd inst.:—Chartering business has con-
tinued extremely slack and there are very few
fixtures on record for the period under review.Saigon to this port, the rate has now receded
to 7 cents per picul, nominally—Saigon to Phil-
ippines, there is one fixture reported, a small
boat at 22 cents.There is a report that since the 1st August
tonnage dues are abolished in all ports of entry
in the Philippine Islands. This will effect a
great saving in steamers' expenses.Concerning Bangkok, by latest advices, out-
side boats might have a "look in" again for
Bangkok-Hongkong, cargo is said to be com-
ing forward very freely lately. But the rates
are not good enough. Through the Japanese
and French boats' competition to the steamers
of the Nordde. Lloyd rates have come down to
30 cents—25% less percentages and commis-
sion, which terms do not pay a boat to go
down in ballast for from here. Whatever
downward cargo there is locally, is all taken
by the liners.Freights from Java are dull. Chartering for
natives' account Java-Hongkong is not been
resumed as yet. Other importers quote 20—
22 cents for all dry sugar. Java-Japan, there
is a slight inquiry for October loading, unfilled
so far.Newchwang: No business or inquiries for
Amoy. For Canton, as low as 14 cents has
been accepted. Messrs. Bandinel & Co. of
Newchwang advise that export like on beans
and bean cake is abolished from 1st Septem-
ber, thus placing Chinese shippers on an
equality with Japanese.The charter of Norwegian S.S. *Ragnar*, 1923
tons gross reg., for loading a cargo of timber
Rajkang to Hongkong is reported, rate \$12,000.00.Otherwise coal charters made up the for-
night's business. Charters are reported at
following rates:Haiphong to Shanghai \$2.25 per ton.
Hongkong to Swatow 1.25
Pulo Laut to Hongkong 2.50
Pulo Laut to Singapore 2.25Freight from Moji here have further declined:
Japan reports business done at \$1.10 for this
port. Locally a boat obtained \$1.20, and a
small carrier wishing to secure a freight south
had to be satisfied with \$1.15 per ton.Owing to the continued lack of paying
freights out East the Norwegian steamers
Resolut, *Raven*, *Hauk* and *Peik* are reported
having been chartered homewards by their
owners.We very much regret to have to add to our
list this fortnightly freight notes the record of a
terrible disaster which has befallen the shipping
of Hongkong and the Colony generally on the
morning of the 18th instant. With hardly any
warning, in fact almost before the echoes of
the typhoon gun had died away, the wind had
reached almost cyclonic force and had Hong-
kong and its fine harbour with its extensive
shipping in its death grip. The absolute un-
preparedness for anything like such emergency
on the part of steamers, lighters, launches,
native cargo boats, junks, etc., accounts for a list
of damage wrought within the space of only
about two hours, ending about 1 A.M., that is
almost as pitiful as is the enormous loss of
life, estimated at several thousand, as this dire
visitation has occasioned. The "China Mail"
states that figures show that there were about
4,000 craft of all description in the harbour
when the typhoon occurred, and from what the
Police and Harbour Authorities have learned it
is considered certain that half of that number
are either sunk or very badly damaged.Following list shows vessels sunk and dam-
aged (subject to correction):Local boats which trade to Canton, Macao,
West River ports, etc.:Sunk, or ashore:—British s.s. *Heungshan*,
Kinsan, Faishan, Kwangchow, Wingchai,
Hongkong, Kongnam, Takling, Sanchung,
Chungkong, Kongmoon, Hoicheung, Sunon,
Perseverance, Albatross, Pakkong. Dam-
aged:—British s.s. *Shunler*, French s.s. *Charles*
*Hardouin*Sailers: Ashore:—American Ship *S. R.*
Hitchcock. Damaged:—Amer. ship *I. F.*
Chapman.

Liners and coasting steamers:

Sunk, or ashore: German *Apenrade*, * *Signal*,
Johanne, Petrarch, * *Emma* Luyken, * *British*
Monteagle, Changsha, Japanese *Chinkai* Maru,
Amer. *Sorogon*, Castellano, N. S. de Rosvior,
Damaged: German *Quinta*, Prinz *Waldemar*,
Verona, *Suiberger*, * *Devawongse*, Norwegian
Fri, Dutch *Tjilwong*, British *Strathmore*,
Radnorshire, Poona, * *Loongang*, *Chipsing*,
Kutsang, *Fooksang*.

Vessels marked * have since been refloated.

Norw. s.s. *Skuld* and others have touched
the ground and will require bottom inspection.Of war vessels there were also three or four
of smaller size lost, and several damaged.Concerning coasters, freights have been so
bad lately and immediate prospects are such
that the "large reduction in the amount of
available tonnage is not likely to influence the
market, unless the unforeseen happens and
some unexpected inquiries should come
up. The trade of the port is, however, already
feeling the absence of the usual number of
launches, and boats, and will, the usual
number of cargo boats and lighters, of which
it is in absolute need and of which the storm is
estimated to have destroyed more than 60%.There are ships how in port that have not
the means of loading and unloading cargo and
bunkering, for want of lighters. Some means
of meeting the calamity will be devised some-
how, junks and cargo boats may temporarily be
secured from Macao, Canton, Swatow and
other neighbouring ports. There are pros-
pects though of vessels meeting with slow
loading and discharge for months to come,
owing also to so many piers and wharveshaving been destroyed, amongst them two of
the Kowloon wharves of the Hongkong and
Kowloon Wharf and Godown Co. Trade will
suffer for months, and the Colony will feel the
effect of this 18th September storm for years!Whether American ships *S. P. Hitchcock*
and *I. F. Chapman*, the latter of which has
just started to load, will be found fit to load
after the damages sustained, is as yet doubtful,
and we will meanwhile have the names re-
moved from the list of vessels loading. The
third craft chartered to load for Baltimore or
New York, British *Barque Eclipse*, is at present
discharging at Canton, and is supposed to have
escaped damage.Sail tonnage loading or to load:—For Bal-
timore or New York:—Brit. bark *Eclipse*, 2,969
tons, arrived 1st September.

Sail-tonnage Disengaged:—None.

Departures of Sallers:—None.

HUNY BRAIN—CRIPPLED FEET.

RHEUMATISM ROBBED THIS DANKOK
BUSINESS MAN OF HEALTH
FOR 19 YEARS.HE IS NOW CURED AND HAPPY THANKS TO
DR. WILLIAMS' PINK PILLS.Formerly Mr. P. B. Smith resided in Socra-
baya, Java, but 28 years ago he went to Siam,
started business as a merchant in Bangkok,
and there he has remained ever since. Al-
though now 62 years of age he has the reputa-
tion of being a wonderfully energetic, busy
man."About 19 years ago I began to suffer with
Rheumatism in the legs," said Mr. Smith.
"The pains started in the toes and in a short
time had extended from the ankles to the
knees. At first they were slight, but after-
wards became almost unbearable, and at times
my agony was so great that I had to

CRY OUT ALOUD.

"The Rheumatism attacked me year after
year and both European and Native doctors
treated me for it. I also tried many well-
known medicines, in fact I spent quite a for-
tune trying to get cured, but nothing gave me
anything but temporary relief. About two
years ago I got so ill with the Rheumatism
that I had to take to my bed, and there I re-
mained for two and a half months."It was through seeing one of my children,
who had been ill for three months,

RAISED FROM HER BED

completely cured by Dr. Williams' Pink Pills
that I decided to try these Pills for myself.
At this time I had lost hope of ever getting
well again, but my child's remarkable cure
gave me fresh courage. How thankful I am
now to Dr. Williams' Pink Pills can be better
imagined than described, for these Pills cured
me. I first bought two bottles. By the time
I had finished one of these a decided change
had come over me. My appetite had improved.
I could sleep better at night. The pains in
my toes, ankles, and knee were less severe.
Day by day as I continued taking the Pills my
condition still further improved. When I had
finished the third bottle I could

WALK WITHOUT CRUTCHES.

By the time I had taken eight bottles the pains
had completely disappeared and I was cured.
Ever since then I have been able to sleep well
and to eat well, and have never had a return
of the old agonising pains. I am quite sure that
it was Dr. Williams' Pink Pills, and these Pills
alone, that cured me, because I ceased using
all other medicines when I began to take them.Needless to say we have great faith in Dr.
Williams' Pink Pills in my family, and always
keep a bottle of them in the house."The cause of Rheumatism is a poisonous
acid in the blood. It is because Dr. Williams'
Pink Pills for Pale People are the greatest
blood tonic known, because they not only
strengthen and enrich but also purify the blood,
that they are constantly curing Rheumatism,
Sciatica and Lumbago even in their worst
forms. In the same way, through the blood—
for most disease is due to unhealthy blood—
these Pills have cured thousands of cases of
Liver Disorder, Indigestion, Anemia or weak
watery blood, Debility, Nervousness, Early
Decay, Paralysis, Beri-Beri, Malaria, Skin
Complaints such as Scrofula, Eczema, Boils,
and the after effects of Fevers, Dysentery and
Chills. They have a world-wide reputation
among ladies as the great remedy for the ail-
ments of their sex, and are equally beneficial
to the growing girl as to the young wife or
matron of middle age. Men broken down by
residence in unhealthy climates or by over-
work of excesses are promptly restored to vi-
gorous health by their use. Sold by most
chemists and storekeepers, these Pills are also
obtainable direct from the Dr. Williams' Medi-
cine Co., Singapore; 6 bottles for \$2, or one
bottle for \$1.50 post free to any address. [4]

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Dr. J. B. Moreau, J. B. Moreau,
and others, combines all the desiderata to be sought in a
remedy of the kind, and surpasses everything hitherto
employed.THERAPION No. 1 is a re-
markable remedy, which, by its action on the
urinary system, effectively removes the cause of
disease, and thus cures the disease. In dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more serious complaints of this kind, it will be
found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 2 is a re-
markable remedy, which, by its action on the
blood, cures all diseases of the blood, such as
dysentery, piles, irritation of the lower bowels, cough, bronchitis,
asthma, and some of the more serious complaints of this kind,
it will be found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 3 is a re-
markable remedy, which, by its action on the
urinary system, effectively removes the cause of
disease, and thus cures the disease. In dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more serious complaints of this kind, it will be
found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 4 is a re-
markable remedy, which, by its action on the
blood, cures all diseases of the blood, such as
dysentery, piles, irritation of the lower bowels, cough, bronchitis,
asthma, and some of the more serious complaints of this kind,
it will be found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 5 is a re-
markable remedy, which, by its action on the
urinary system, effectively removes the cause of
disease, and thus cures the disease. In dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more serious complaints of this kind, it will be
found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 6 is a re-
markable remedy, which, by its action on the
blood, cures all diseases of the blood, such as
dysentery, piles, irritation of the lower bowels, cough, bronchitis,
asthma, and some of the more serious complaints of this kind,
it will be found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 7 is a re-
markable remedy, which, by its action on the
urinary system, effectively removes the cause of
disease, and thus cures the disease. In dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more serious complaints of this kind, it will be
found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 8 is a re-
markable remedy, which, by its action on the
blood, cures all diseases of the blood, such as
dysentery, piles, irritation of the lower bowels, cough, bronchitis,
asthma, and some of the more serious complaints of this kind,
it will be found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 9 is a re-
markable remedy, which, by its action on the
urinary system, effectively removes the cause of
disease, and thus cures the disease. In dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more serious complaints of this kind, it will be
found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 10 is a re-
markable remedy, which, by its action on the
blood, cures all diseases of the blood, such as
dysentery, piles, irritation of the lower bowels, cough, bronchitis,
asthma, and some of the more serious complaints of this kind,
it will be found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 11 is a re-
markable remedy, which, by its action on the
urinary system, effectively removes the cause of
disease, and thus cures the disease. In dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more serious complaints of this kind, it will be
found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 12 is a re-
markable remedy, which, by its action on the
blood, cures all diseases of the blood, such as
dysentery, piles, irritation of the lower bowels, cough, bronchitis,
asthma, and some of the more serious complaints of this kind,
it will be found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 13 is a re-
markable remedy, which, by its action on the
urinary system, effectively removes the cause of
disease, and thus cures the disease. In dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more serious complaints of this kind, it will be
found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 14 is a re-
markable remedy, which, by its action on the
blood, cures all diseases of the blood, such as
dysentery, piles, irritation of the lower bowels, cough, bronchitis,
asthma, and some of the more serious complaints of this kind,
it will be found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 15 is a re-
markable remedy, which, by its action on the
urinary system, effectively removes the cause of
disease, and thus cures the disease. In dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more serious complaints of this kind, it will be
found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 16 is a re-
markable remedy, which, by its action on the
blood, cures all diseases of the blood, such as
dysentery, piles, irritation of the lower bowels, cough, bronchitis,
asthma, and some of the more serious complaints of this kind,
it will be found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 17 is a re-
markable remedy, which, by its action on the
urinary system, effectively removes the cause of
disease, and thus cures the disease. In dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more serious complaints of this kind, it will be
found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 18 is a re-
markable remedy, which, by its action on the
blood, cures all diseases of the blood, such as
dysentery, piles, irritation of the lower bowels, cough, bronchitis,
asthma, and some of the more serious complaints of this kind,
it will be found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 19 is a re-
markable remedy, which, by its action on the
urinary system, effectively removes the cause of
disease, and thus cures the disease. In dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more serious complaints of this kind, it will be
found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.THERAPION No. 20 is a re-
markable remedy, which, by its action on the
blood, cures all diseases of the blood, such as
dysentery, piles, irritation of the lower bowels, cough, bronchitis,
asthma, and some of the more serious complaints of this kind,
it will be found an absolutely reliable remedy, affording prompt relief
where other remedies have been powerless.

Intimations.

CITY AND HILL DISTRICT WATER-
WORKS.

GOVERNMENT WORKSHOP.

REQUIRED—A WORKSHOP OVER-
SEER, an European trained mechanic
having sound knowledge of machine and fitting
work, and capable of undertaking repairs to
steam engines and pump-work. He must also be
able to keep proper accounts of the men's time
and all stores issued and received. Salary at
the rate of £240 rising to £270 a year by £15
triennially. The appointment to be a tempo-
rary one subject to a month's notice on either
side in the first instance.Applications with copies of testimonials to
be addressed to the Director of Public Works
not later than Noon on MONDAY, the 1st
proximo.W. CHATHAM,
Director of Public Works.Public Works Department,
Hongkong, 22nd September, 1906. [940]THE PUBLIC HEALTH AND BUILD-
INGS ORDINANCE COMMISSION.TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters, viz.:1. Whether the administration of the Sanitary
and Building Regulations enacted by the
Public Health and Buildings Ordinance, 1905, as now carried out is satisfac-
tory, and, if not, what improvements can
be made.2. Whether any irregularity or corruption
exists or has existed among the officials
charged with the administration of the
aforesaid Regulation.The Commission earnestly invite the in-
habitants of Hongkong and Kowloon to
co-operate with them by forwarding any com-
plaint they may have to make or suggestion to
offer in connection with the matters aforesaid
to the Undersigned.Any person examined as a witness in the
enquiry aforesaid who in the opinion of the
Commissioners makes a full and true disclo-
sure touching all the matters in respect of
which he is examined will receive a certificate
from the Commission which will protect the
witness against any civil or criminal proceed-
ings which may be instituted against such
witness in respect of any matter touching
which he has been examined.By Order,
W. BOWEN-ROWLANDS,
Secretary.

Intimations

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER.

SPARKLING
INVIGORATING
HEALTH-GIVING.During the Hot Damp
Weather when Heavy
Drinks are out of the
Question one's thoughts
naturally turn to
'RAINIER.'Per Case of 4 doz. quarts \$16.50
Per Doz. quarts 4.20
Per Case of 6 doz. pints 16.50
Per Doz. pints 2.75A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 4th September, 1906. [34]

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$10 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportionally.

The daily issue is delivered free from the address to
which it is sent. On copies sent by post an
additional \$1.00 per quarter is charged for postage.The postage on the weekly issue to any part of the
world is 30 cents per quarter.Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.

On September 14, at Hankow, the wife of
HEINRICH REINHOLD, of a daughter.On the 20th instant, at Victoria Hospital,
Hongkong, the wife of Mr. J. C. RITCHIE,
Naval Yard Extension, Hongkong, of a son,
Aberdeen (Scotland) papers please copy.

MARRIAGES.

On September 7, at Shanghai, WILLIAM
HUNTER, shipmaster, of Montfries, Scotland, to
HELEN GRACE BLACK of Cortachy, Scotland.On September 16, at Shanghai, the Rev.
ALBERT HERMAN BUTZACK, of Chenchowfu,
to Miss LORA CATHERINE MINCH, of Hoop-
pole, Illinois, U.S.A.; and the Rev. ERNEST
KELHOFER, of Chenchowfu, to Miss MAY
ELLEN BRAUN, of Crediton, Ontario, Canada.

DEATHS.

On September 8, at Swatow, MARTHA EDITH,
the beloved wife of Frank McLavy, I.M. Cus-
toms; aged 39 years.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 24, 1906.

NEIGHBOURLY SYMPATHY.

There is at least a drop of consolation in our cup of desolation at the damage wrought to this Colony by the late typhoon in reading of the neighbourly sympathy extended to the sufferers, as expressed in our northern and southern contemporaries, wherein they state that the telegraphic news of the awful catastrophe which has visited us has caused a thrill of pain, wherever read. Writing on the 20th inst., the *Shanghai Times* says:—"We are sure our fair Southern neighbour, the Crown Colony of Hongkong, has the sincerest and unqualified sympathy of the entire community of Shanghai in the awful visitation which has just overtaken her. The best possible feeling has always existed between the two places, twin outposts, as it were, of Western enterprise and civilisation in the Far East. From

the earliest days of their history they have watched each other's rise and progress with sympathetic interest, each rejoicing in the other's welfare and sorrowing with it in its seasons of affliction or adversity; and on the present occasion, we deeply sorrow for what assuredly has been one of the most destructive calamities to which the Southern Colony has ever been subjected. The typhoon, from what we can gather, arose very suddenly and was of narrow dimensions and brief duration, although while it lasted, it was one of extraordinary violence. The picture presented in the very detailed telegram which we published from our Hongkong correspondent yesterday morning, describes a scene of terrible desolation afloat. The harbour must have offered a perfectly awful spectacle when the storm was at its height, and it is to be feared that the loss of life must have been very great indeed. Especially deplorable is the disaster which overtook the French destroyer flotilla, involving as our correspondent reports, the death of at least a score of gallant French sailors. Our telegram yesterday reported thirteen vessels ashore and three sunk, while several collisions were also mentioned. To-day's message adds to the tale of disaster, and it is to be feared that the worst is not known even yet. The tempest must have come on with unprecedented suddenness, for the shipping seems to have been taken utterly unawares and unprepared. Those words were written when only the first messages were received of the dire catastrophe that had befallen this Colony, and surely the sympathy, expressed so sincerely, will be fully appreciated here. The old saw has it that "a sorrow shared is a sorrow halved," and in view of the sympathy pouring upon the distressed in this Colony, we think there will be few indeed who will not endorse that sentiment.

LOCAL AND GENERAL.

In the supplement printed with this issue will be found the latest telegrams, Canton Day by Day, etc.

Vice-President Chai Pi (of the Board of Revenue) was ordered, on the 17th September, to proceed to Mukden, Kwangtung and Fukien to investigate affairs in those provinces.

On the 18th inst. an Imperial Rescript granted the proposal of the Council of Military Reorganisation to appoint Chang Shih-yen to take up the directorship of the Arsenal in Shanghai.

VICEROY YUAN SHIH-KAI has sent in a memorial proposing to abolish eunuchs, but the Empress Dowager has personally decreed that the proposal shall be kept in abeyance for the time being.

THE Chinese Engineering and Mining Co.'s total output of the Co.'s three mines for the week ending 8th September, 1906, amounted to 17,474.4 tons and the sales during the period to 14,870.20 tons.

RETURN of visitors to the City Hall Library and Museum for the week ending the 23rd September, 1906:—Library, Non-Chinese, 276; Chinese, 164; Total, 440. Museum, Non-Chinese, 86; Chinese, 1,841; Total, 1,927.

SHANGHAI Brokers' ponies seemed to be completely demoralised by the recent and sudden changes of the weather. Mr. G. H. Potts' pony and phaeton, while standing opposite Messrs. G. Reiss and Co.'s place in Szechuen Road, on the 19th inst., suddenly bolted and getting its leg over the shaft began kicking for all it was worth. A richa passing at the time was completely smashed up. The mafao managed to quieten the animal down and as the shaft of the carriage was broken, the pony was unharnessed and taken home.

"I'd ask your Lordship to adjourn to Chambers with this case, for five minutes," said a solicitor in a case before his Honour the Puisne Judge in Summary Jurisdiction this morning. "For five minutes," said his Honour. "What's the use of adjourning for five minutes, and besides, how do you know it will take five minutes? If there are a number of solicitors you will be very far down on the list, as the cases go by seniority." Up jumped another solicitor, and said, "I'd like to adjourn to Chambers, too, my Lord." "Then I suppose I'd better adjourn to Chambers; let's all adjourn to Chambers. But as there are other cases and your people are not here we'll put these cases on Friday's list. This is a vacation! But it's a morning wasted," concluded his Honour, as he rose, and the Court adjourned.

In a case in Summary Jurisdiction this morning, before his Honour Mr. A. G. Wise, Puisne Judge, Mr. R. A. Harding appeared for the plaintiff, no one appearing for the defendant. Mr. Harding said this case was adjourned, pending trial of issues in the Original Court. These issues had not been tried, and he would therefore ask for an adjournment. His Honour: Oh, yes, I know all about this case, but what about Deacon, Looker and Deacon? Mr. Harding: I don't know, my Lord, they are not here, but I understand they want to have the case struck out His Honour: Then why are they not here? Mr. Harding: I am sure I don't know, my Lord; I only know they are not, and that is why I would ask for an adjournment. His Honour: But you can't go against the first defendant—he's gone, he's bankrupt. Mr. Harding: That is so, my Lord, but I would ask that the case generally be adjourned for a fortnight. His Honour: Alright; make it the 12th October.

THE TYPHOON.

THE BISHOP DISCOVERED AT
MACAO.

THE STEAMBOAT CO.'S FLEET.

CAPTAIN MEADE'S BODY RECOVERED.

AT THE DOCKS.

As the days go on the tales of results of the typhoon increase in all their hideous gruesomeness, for to-day completes a week since that fatal, devastating, and all-destroying typhoon passed over us, leaving such a dire tale of woe in its wake, and now, indeed, is the awful aftermath. From all sides come tales of the finding of what were once "God's creatures," but what are they now? Here is a report of a "body," skeletonized by fish; there bodies too inflated to be placed in coffins of ordinary size, and again "bodies falling to pieces at a touch." The Police, the Military and the Sanitary Officials have been, and are, doing yeoman, nay heroic, service, for which no words of praise are too high, or too exaggerated, and when the history of this holocaust comes to be written their good work will shine out as a bright spot in all the lurid hideousness of its environments. The expedition which went out on Saturday to look for the Bishop, in the region where his body was reported to have been seen, was barren of results, and at last, it was generally conceded that it would be useless to make any further attempts to find him, for it was thought he had gone beyond recall. And then came the startling news that the body of a European, clothed in a white sweater, had been found on the beach in Macao, and was believed to be that of the Bishop; and once again surmise was life as to whether it was really so, and if so, why the funeral should not take place there. The body of Captain Meade, late of the s.s. *Kwongchow*, was recovered by the search party on Stonecutters Island, where it had been thrown up by a ring he wore. Divers have been down examining the s.s. *Kwongchow*, and they report that her 'tween decks are packed with dead Chinese passengers "like sardines in a box," while the comrade of the steamer is reported to have had his mental balance upset. Police launches have suffered more or less damages, but fortunately without loss of life. As for the launches which were lost, amongst mariners and others, there seems to be a general opinion that many might have ridden out the storm, if they had but stuck to their posts, instead of huddling together, as it is alleged they did, in the engine-rooms. Yesterday was again threatening, and so the Tung Wa Hospital launches were unable to operate round the harbour. Dredgers were damaged, native "coffin-junks" capsized, and confusion generally rendered worse confounded in the harbour, and salvage operations were considerably hampered, owing to the boisterous weather. Latest details from all sources are given below.

MESSAGES OF SYMPATHY.

FROM MAURITIUS.

His Excellency has received the following telegram from His Excellency the Governor of Mauritius:—

"In the name of my Government and on behalf of the people of Mauritius I beg you to accept expression of sincere sympathy with your Government and the people of Hongkong in recent disaster."

"(Signed), BOYLE," to which His Excellency has sent the following reply.

"On behalf of people and Government of this Colony I cordially thank you for sympathetic message."

"(Signed), NATHAN."

SINGAPORE'S SYMPATHY. His Excellency the Governor has received a telegram from His Excellency the Governor of Singapore to the following effect:—

"Legislative Council desire to express deep sympathy with sufferers in recent typhoon."

"(Signed), ANDERSON," to which His Excellency has replied as follows:—

"Am most grateful to Colony for expression of sympathy which I will communicate to Colony."

"(Signed), NATHAN."

VICEROY SHUM.

His Excellency the Governor received a visit this morning from Commodore Lin Chiao Chuen conveying a message of sympathy from his Excellency the Viceroy of the Two Kwang. This message would have been conveyed by telegraph but for the breakdown of communication. His Excellency the Viceroy has also sent a contribution of \$3,000 to the Relief Fund and offered services of two gunboats.

HK. C. & M. STEAMBOAT CO.

THE S.S. "HEUNGSHAN."

Considerable interest naturally centres around the saving prospects of the steamer *Heungshan*, belonging to the Hongkong, Canton & Macao Steamboat Co., Ltd. By reason of the fact that a very large number of investors both here and in the neighbouring ports have wisely had their money put into this carefully conducted and economically managed concern, it has been our purpose to secure the very latest information concerning the operations for the refloating of the steamers belonging to the Steamboat Co. An ugly report was afloat on Saturday to the effect that the *Heungshan* was as good as a hopeless wreck but fortunately the worst fears for the staunch vessel need not be entertained. Capt. G. F. Morrison, R.N.R., who piloted the *Heungshan* on the fateful Tuesday morning, came to Hongkong yesterday by the salver *Protector*, which, it will be remembered, set out on Saturday to examine the position of the Macao boat. Capt. Morrison is very sanguine of success attending

the salving of his fine steamer and is believed to have expressed the opinion that with continuous hard work for a month there is no doubt that the *Heungshan* will be refloated. Captain Morrison returned this morning to his ship by the same company's steamer *Lungshan* which had been detached from the Macao-Canton run to do the drub duty of despatch and patrol boat between the *Kinshan* at Castle Peak Bay, the *Heungshan* at Sam Chau, and Hongkong, and also to stand by either of the ships upon emergency. The *Lungshan* had to put in for shelter yesterday on account of the boisterous state of the weather. We understand that arrangements have been completed for the *Protector* to raise the *Heungshan*; the repairs, we need not say, will be entrusted to the Dock Co.

THE S.S. "KINSHAN." The powerful dredger *Canton* is at work ploughing the bed of the bay at Castle Peak. She will cut a channel for the river boat to slide out with the assistance of a tug. It will not be many days before residents will have the pleasure of seeing the *Kinshan* picking her way into the harbour under her own steam. We have it from a competent engineer that the *Kinshan* should be refloated within this week.

THE S.S. "FATSHAN." lies snugly in her secure position. All yesterday the Steamboat people concentrated their efforts in discharging the valuable cargo on board the *Fatshan*. It consists of 9,000 rolls of Canton mulling and \$15,000 worth of raw silk. It speaks much for the safety of cargo handled by the Company when it is mentioned that out of this enormous and valuable shipment only 200 rolls of mulling were washed away, due to the fact that they happened to be on board the Company's lighter which, of course, foundered.

THE WHARF. The steel wharf stood the test well. Whereas all wooden piers along the waterfront were more or less demolished, the river Company's wharf sustained practically no damage at all, and what little of it that has to be noted is accounted for by the numerous junks bumping and scraping off here and there a little of the cement rendering. The mast of a junk fell against one of the posts carrying the electric wires, the post being bent. This was the only comparative serious damage if it can be so-called.

THE PASSENGER TRAFFIC.

With the temporary deficiency of three of the Company's largest vessels all-ashore the passenger traffic on the remaining vessels is excessively heavy. On the last trip of the *Powai* to Canton yesterday she carried 2,000 steerage passengers besides all the saloon cabins full with an exceptionally last number of tourists. No advantage has been taken by the management to raise the saloon passage fares; but the steerage rates had been put up to normal fares. All these moths by reason of the excessive competition on the river native passengers were charged barely paying fares. The *Powai* had to turn away from 700 to 800 passengers last evening. This morning the *Hankow* carried a full cargo of living freight. If accommodation could be provided for 5,000 passengers more quite that number would flock into the boat.

AT THE DOCKS.

The energy of the Dock Co.'s staff in all the three establishments has been taxed to the utmost limit. Work was rushed on the repair to the Cosmopolitan Dock caisson damaged during the typhoon. It was expected the caisson would be ready to-day and so the dry-dock available by to-morrow it is badly needed. The *Empress of Japan* was towed out of the No. 1 Dock shortly after 7 o'clock this morning, and her place almost immediately taken by the *Prinz Waldemar*. Repairs will be effected on this boat with all expedition to accommodate the next in the order of booking. The *Kilai* is undecided as to the port of repairs. It is hoped Kowloon will not lose her. The French torpedo-boat destroyer, *Francisque* was taken into the No. 2 Docks, while his Majesty's gunboat *Albatross* rests on her keel in one of the slips. The *Ida* will take her turn next for the repair of the dent on her side fortunately above water-line. The *M.S. Flora* will also require docking for cleaning and overhauling. All Saturday evening and yesterday a Dock tug-boat was alongside the *Chintai* *Maru* off Ke lei's Island. The pumps were kept going for all they were worth. By Sunday morning the bow of the *Chintai* was above water. At a late hour to-day she is as good as refloated. Her safety can now be assured. The *Verona* has apparently sustained greater damage than it was believed at first. Pumps have to be kept continuously going to prevent her holds being flooded and a valuable cargo of 6,000 tons or so from damage. As to the other wrecks—the *Parach*, *S. P. Hitchcock*, the *Freunde* and others on the Kowloon side—attention will be turned to them when the more urgent cases shall have been handled by the overworked staff at Hungshom, Aberdeen and Samshupo.

THE "STANLEY" ERRAND.

A FRUITLESS SEARCH. On Saturday we recorded that the Harbour Department launch *Stanley* had gone out, under command of Captain Casey, and conveying the Revs. W. Punbury and A. Stephens, who took with them a coffin, on the chance of finding the body of the Bishop. Late the same evening the *Stanley* returned, after having made an exhaustive search all round the Brothers, but the only success that attended the efforts of the search party was the finding of one of the ill-fated *Pontiers*, which they secured, and towed as far as the Northern Fairway buoy, where they were obliged to moor it, as it was found impossible to tow it further into the harbour, owing to the great stretch exuding from the body. The body was still there this morning, Monday. The *Stanley* found no trace of the Bishop's body, and all hope of discovery was then abandoned. The report which gained ground in the Colony yesterday, to the effect that the *Stanley* had been out again, and recovered the body of the Bishop, is entirely without foundation; the *Stanley* did not

leave her moorings yesterday, as she was taking in coal and fresh water, preparatory for to-day's duty.

BODIES EVERYWHERE.

The terrible tale of the typhoon has not yet been fully told, for almost hourly reports are coming in of the awful, soul-sickening sights, to be seen around the harbour. Bodies are being picked up everywhere, if bodies they can be called, for all that remains of what were living, breathing, human beings, are inflated masses of unrecognisable flesh, which, at a touch, goes to pieces. Amongst the bodies picked up at Trin Tsai Tsai was one that had the face and general appearance of a skeleton—so well had the crabs, and other shell-fish, done their work. Even the very coolies loath of the task of handling the "bodies"—and who can blame them; although, for sanitary and humanitarian, if for no other reasons, they must be handled—for they all declare that this "Devil pig" and "if they touch the same unto them, and more also." But yesterday, in several districts, it seemed as if even the hardened coolies could not go on with the work.

HARBOUR-WORK HAMPERED.

The greatest possible difficulty was experienced yesterday, when the *Empress of China* arrived, bringing the Canadian mail, and a number of passengers, in getting to and from the steamer to land passengers, and also when the German Mail arrived to-day, as the launchmen were actually refusing to accept as much as \$20 per trip, the trip not to exceed one hour, and further refused to accept \$50 for three hours' hire. No doubt they look upon this as their harvest, and reap it to the full they will. But they pursue a penny-wise and pound-foolish policy for none of those who have, perforce, to submit to the "squeeze" now, will, when conditions have fairly well righted themselves, ever patronise these launches again.

CAST UP ON WAGLAN.

Information being received this morning, by the Harbour authorities that a very seriously, even dangerously, hurt Chinaman had been cast up on Waglan, the *Stanley* was immediately despatched to bring him off. As to-morrow would be the periodical "relief" day the *Stanley* took with her on this trip the stores and necessities which she would otherwise have taken to-morrow. Owing, however, to the boisterous sea, the *Stanley* could not get near enough to take charge of the man, or land the stores, and so will make another attempt to-morrow.

AT STATION GAP.

The Rev. Alfred Ali and Mrs. Ali had an unpleasant experience on Tuesday, at Station Gap, above Kowloon City. They were staying, with their five children, and Mrs. S. R. Moore and her two children, in the Rev. W. Punbury's bungalow. There when the storm struck the bungalow. They were fully exposed to the fury of the gale, until 2 a.m., when there was a lull, and the wind veered. The roof of the bungalow was almost entirely blown away, one of the tiles hitting an Indian policeman in the eye, and knocking him down, while other tiles were blown right over the hill, striking the hill-side like bullets, and tearing up the grass. The doors had been previously nailed to prevent them from being blown open, and they were also braced with fire-bricks. The force of the wind and rain literally beat off the paint from the outer doors and verandahs. The grounds were completely flooded, the water having to be baled out. The inner "ceiling-board" blew up and down like the top of a huge bellows. But with all this damage and varying of the elements, not one of the inmates of the bungalow received so much as a scratch.

BISHOP FOUND IN MACAO.

A visitor from Macao informs us that a body of a European was found on the beach at Macao, below the Guia Lighthouse, at the foot of the hill where the Parise Cemetery is situated. The body was encased in a white sweater, and the face was clean-shaven, and was believed to be that of the Bishop of Victoria.

Another body of a European, but bearded, was found on the shore at Colowan, opposite Macao.

Upon hearing the news of the discovery of these bodies at Macao the Rev. Mr. Jenkins, one of the acting chaplains at St. John's Cathedral, left for Macao, by *Huian*, which sailed at 2 p.m. to-day, to identify, if possible, the body, and, if necessary, bring it back to Hongkong.

AT MACAO.

The body of a Chinaman was picked up yesterday at Macao, with his hands tied behind his back, while a number of bodies of Chinese boys were also found with their quees tied together. It is believed that this was the work of pirates.

THE S.S. "KWONGCHOW."

Those who have stood on the water-front at Kowloon and gazed at the submerged steamer *Kwongchow*, little know what is confined in her hold. According to a story which has reached us to-day, we learn that divers have been sent down to inspect the vessel, and one diver in particular was reported to have said that the dead body in the hold of the ship are packed like sardines. Whether this report is true or otherwise we have no means of ascertaining at present, but a second and later report says that when the *Kwongchow* left her wharf on that fateful morning, she carried only nine native passengers, and that when the vessel became in danger the passengers jumped into the sea.

CAPTAIN MEAD.

The body of Captain Mead of the *Kwongchow* was recovered, during the small hours of this morning lying on the beach at Stonecutters Island. The body was unrecognisable, but for certain wearing apparel which was still attached to the body. It was removed to the Kowloon mortuary.

A FRANTIC COMPRADE.

An incident which occurred on board the steamer *Kwongchow*, before she foundered, according to one witness, was heart-rending, and although the lives of every one on board the vessel were practically in danger, attention was turned

to the comrades of the ship. Five minutes it was reported, before the *Kwongchow* foundered her comrades in a frantic condition were rushing up and down the place, begging those on board to save his life. "Three thousand dollars to the one who can save my life," was what he was bawling out. At such a time and under such circumstances money is a thing that is forgotten, and life is what is being remembered. The ship gradually settled down and a wave which broke over the ship carried the comrades overboard. With his eyes turned towards the sinking ship the man was heard to gurgle "Five thousand dollars," but before he could finish the sentence, another wave struck the ship and the unfortunate man was seen to more.

THE MISSING POLICE LAUNCH.

A TERRIBLE TIME.

Police launch No. 3, which was reported missing with Sergeant Boulger and P.C. Derry, after noon, steamed into the harbour yesterday afternoon, and made for the police pier at Tin-ta-tui. She presented a sorrowful picture. When seen by a representative of this paper, they told that those on board the launch had had a fearful time. When the typhoon struck the Colony on the 18th instant, the launch was at her mooring at Tai-po, New Territory. Steam was put on, but it was of no avail, and the No. 3 dragged her anchor. She was pitched and tossed about mercilessly and on one or two occasions it got so bad that those on board thought she was going over. The awning was removed bodily, stanchions bent and twisted, the life-boat carried away from the davits and in fact, using the words of one of those on board her at the time, they "were at the point of destruction when the wind veered" and they were saved. No lives were lost aboard her, but the damage sustained to the No. 3 amounted to more than \$300. Immediately the weather quieted, they steamed for Hongkong, arriving here yesterday afternoon. Those on board report that on entering the harbour the whole sea was strewn with wreckage, and more than 100 dead bodies were seen floating out.

BOAT LOAD OF CORPSES.

A junk containing twenty dead bodies was towed into the harbour by the steam-launch *Kwong-tung* yesterday afternoon. These bodies were gathered from the beach at Stonecutters Island. They were removed to the Kowloon mortuary for burial. Policeman Appel had charge of the launch.

NO SEARCH WORK.

We were given to understand that, owing to the condition of the weather yesterday, the launches engaged by the Tung Wah Hospital to pick up dead bodies in and around the harbour could not get to work yesterday. The launches were out nevertheless early this morning and up to noon to-day were successful in finding a few corpses.

"ST. ENOCH" DAMAGED.

The dredger *St. Enoch* was badly damaged during the typhoon of the 18th instant. At the time of the gale she was at anchor in the Naval Yard canal and she had several plates fractured by being pitched against the canal wall. Workmen are now working day and night on board the dredger in order to keep her afloat.

A BRAVE ENGINEER.

Yet we have to add another name to the list of names of those gallant men who were successful in rescuing men and women from drowning during the typhoon, and that is Mr. W. Baker, an engineer, on board the dredger *St. Enoch*. As already stated the dredger was in the Naval Yard canal during the typhoon. Before the gale had got half an hour old, Mr. Baker, who was on duty on the *St. Enoch*, heard cries coming from the water near the dredger. Without waiting for a second signal the engineer slipped off his coat and jumped into the boiling sea. As soon as he got to the surface he was just in time to see the head of a woman disappear below the water. Mr. Baker, who is no mean swimmer, struck out towards the woman and was in time to seize her before she sank a third time. With great difficulty he got the exhausted woman on board the dredger. Hearing from the woman that there were others in the water, the gallant engineer took to the sea again and again and was the means of saving four lives from destruction. When he had got the four persons on the deck of the *St. Enoch* the woman—the first person he rescued—could not do enough to thank Mr. Baker for his gallant deed. She took from her pocket all she had and handed Baker twenty cents as *gan-shai*.

That there are other gentlemen in this Colony who have done the same as Mr. Baker did is a certainty but we hope that, although their names have not been in print, the Government, when the time arrives, will diligently enquire into the matter and see that none—even the most modest ones—including the police and all, does not go unrewarded, for it was only recently that the pluck and grit of British in Hongkong have been put to the test and from all accounts they have responded admirably.

CLEARING AWAY DEBRIS.

Yesterday attempts were made by a Dock launch, to clear away the debris floating near Jardine's sugar works. One or two attempts that were made to tow away the wreckage proved fruitless on each occasion the tow rope snapped. It was said that the wreckage in that locality is several feet thick.

ONE MASS OF WRECKAGE.

Chin-wan Bay, which is known to be the safest shelter for vessels during a typhoon in this Colony, did not prove so during the blow on the 18th instant. A gentleman who went there yesterday said that the place was one mass of wreckage. All around the foreshore there are a number of disabled launches and hundreds of sampans, nearly all completely destroyed.

COFFIN JUNKS CAPSIZED.

During the bad weather yesterday two coffin junks capsized in the harbour off West Point, and two near Capital-mun. These boats were used for carrying corpses to the interior for burial. At the time of the accidents there were the bodies of three men aboard. None of the crew was drowned.

LOOTING.

Every day comes fresh cases of looting from the wreckage both in Hongkong and at Kowloon. At the Police Court, this morning, three coolies were fined \$35 each for being in possession of \$7,500 worth of native chemicals. The police at Kowloon City were just in time last night to see the men getting the stuff out of the ground, where they had previously buried it, to carry away. Two more Indian seamen were arrested at Kowloon yesterday (1) for possessing a quantity of yarn, and this morning Mr. Haselwood fined them \$5 apiece. A tailor, residing at 14, Aberdeen Street, was about to board a car for Shaan-tung yesterday with a bundle, when a lading stopped him. Inside the bundle was discovered about \$500 worth of silk. He told Mr. Gompertz to-day that he purchased it from the same man, but as he could not get the sample people to corroborate his statement, a fine of \$50 was imposed. Another coolie was arrested at Yau-ma-tei for being in possession of a bag containing 2,000 copper cents. Instead of going quietly to the station he called three other men to his assistance and between them they assaulted the lading. They were nevertheless got to the station. At the Police Court this morning the man with the bag of copper cents was fined \$15 for unlawful possession. On the second charge, that of assault, the quietude were sent to gaol for one month and to be exhibited in the stocks for six hours. And still looting goes on!

THE HAVOC AT SEA.

THE TALE OF A PASSENGER.
Tremendous as is the wreckage wrought within the harbour by last Tuesday's typhoon, the loss of life at sea among the many poor fisher-folk, taken unawares, should not pass unnoticed. While barge, junk, launch, river boat and ocean-vessel have suffered like fates within the very harbour limits, in the outside open it is of necessity the sailing craft which more certainly faced down in encountering the "cruel" typhoon, that monster of the China Sea. This aspect of Tuesday's awful storm is put in full evidence by the reports of steamers arriving since then—which on weathering the gale themselves were called upon for hours after to perform the rescue act toward hundreds of fishermen floating on rafts composed now of this part and now that part of their ill-fated firm, craft, and drifting—drifting on an apparently relentless sea.

Perhaps the steamer whose report shows the most energetic endeavour in this rescue work, was the Nippon Yusen Kaisha's new European liner *Sado Maru*, which reached her buoy in Hongkong harbour at about seven o'clock on Tuesday evening—her passengers getting a fine opportunity to view the awful havoc shown all along the Kowloon side as their ship steamed nearly the whole length of the harbour to reach her anchorage at the western end. At this has already been fully described, by the energetic news-hunters of Hongkong, and we wish now simply to give an account in as real a way as we can of what we saw as passengers on a worthy vessel consisting southward through the storm and its aftermath.

The *Sado Maru* left Wonsung at about 8 p.m., Saturday, the fifteenth, and fine weather was encountered, with an exceptionally smooth sea, during Sunday and Monday; though on Monday afternoon there was considerable increase in the ocean swell, and in the wind, but nothing to indicate the approach of a violent storm. At about nine p.m., however, it suddenly roughened and by mid night our vessel was in the midst of a heavy storm, of a high wind, driving rain and vivid lightning.

Letting the ship "lie to" for just a moment, the captain determined that we were in the right hand semi-circle of a typhoon, moving west-north-west, and accordingly brought the ship's head on by having the starboard engine go full speed ahead and the port engine full speed astern. Even then, powerful vessel as the *Sado Maru* had all she could do to turn and breast the wind. Once again she would swing around a point or two only to have the wind drive her abeam again. Finally the ship won the all-important struggle and with only a few bad lurches, one of which carried the jolly boat clean away right in front of my room, by snapping the iron eyelets of the davits she got dead in the face of the wind and held her own, behaving very well indeed.

The worst part was encountered at about three to four a.m., when all deck state-rooms were water-swept—even where doors and port holes were securely fastened, and for those who were unfortunate enough not to have closed their doors—no effort was made by the crew to perform this service for passengers in time—there was a perfect deluge, the sea having now and again free run of the deck and free access to any open room. Screen-doors availed nothing and some of the passengers, especially the ladies, were in no small distress because of unwelcome waves within their rooms.

With the coming of dawn a more quiet sea was encountered and the rain became occasional instead of a steady downpour as before. Daylight revealed numerous pieces of wreckage, some quite large, and a sharp lookout was kept for any signs of life among these floating ruins. Several larger pieces were approached but gave no evidence of human survivors. But at about ten a.m. when near the rock Pedro Blanco (Tai-sing-chang) which lies S. 30° E. by sixteen miles from Pokoi Point, which is the end of the promontory between Liao and Hong Hai Bays, a raft consisting of a matted sail and mast with its boom and battens was sighted and in the midst the head and shoulders of a man still alive were distinctly discernible. The ship was put about to get near this unfortunate fisherman and after some twenty anxious minutes an approach was effected, a life-buoy tossed and the man hauled on board. He probably owes his life to his knowledge of how to put a life buoy on as much as to anything else. Once when very near the ship and yet being washed away and toward the stern he seemed strongly tempted to make a plunge from the friendly raft and swim for the ship. This would have been a fatal step, for he had but little use left in his legs when landed on deck and could not stand without support. Just before the buoy was successfully seized a great wave, probably caused by the too rapid approach of our ship, broke over the raft and completely submerged it and its passenger. And for a moment it looked as if all were over. But with a sort of grin the fellow bobbed up, wiped his face, and scrambling over the spar and sail reached the life-buoy and in a few minutes was half hauled and half lifted from below up the Jacob's ladder which had been along over the starboard quarter—the sole survivor of a crew of eighteen.

After this all passengers were on deck and a dozen glasses were anxiously and constantly scanning the boisterous sea through the mist and rain in search of unfortunates who needed

immediate help. Many bobbing spars again and again deceived us by suggesting the form of a man. The roughness of the sea allowed only intermittent views of all but the very largest hulks and rafts, and occasional heavy downpours of rain prevented any really distant "sighting." Officers and passengers went now to the portside now to starboard, now forward and now aft, ever scanning the heaving deep away out to the wavy meeting of sky and sea, alike a leaden colour.

The wreckage which up to this time had been of comparatively small fragments now began to comprise much larger pieces. Scarcely had the steamer resumed full headway on her course before in the distance a flimsy raft with many black spots which now and again moved as it was sighted and a little closer approach resolved these black spots into people, and heading the ship for the raft, which proved again to be the all-helpful matted sail and battens—the indefinite forms of people became distinguishable as seven men and three women, who for hours had been forced passengers on a craft of such restricted accommodations. Here we had evidence of Chinese gallantry—though it seems but just to say that among the corresponding lowest classes of Europeans the same "each-man-for-himself" might also have been seen—the men, some of them no doubt the very husbands of the three women, paid no attention whatever to the latter; indeed, the nearest man to whom a rope was cast with which he could make the raft fast alongside the ship, calmly tied the same around his own waist and began to clamber up the side. Not until two hefty Jap sailors went over the side and snatched the rope as well as hauled were the men in a proper way of rescue. One of the three women was quite old, with the sunken cheeks and protruding chin of toothless old age, but no consideration was given her; in fact, a man and the other two women fought a contest for the first haul up by a certain rope. For some minutes there was a struggle during which the old woman was underneath and now and again completely submerged. Her rescue was ensured only by her being hoisted by the steady hand of a Japanese sailor, who, balancing himself with each foot on a floating spar, held her with one hand and with the other tied a rope under her wrinkled and scrawny arms.

These ten had no sooner been safely "decked" than the bulk of what proved to be their junk was sighted with only a bit of the stern out of water, and of course completely dismantled. On this two men were crouched with a three-year-old child, a girl, I think, lashed to the high corner of the stern. These were soon on board and the little one restored to her mother.

The next party rescued amounted to twenty-four and were taken from a dismantled and sinking bulk. Two of the people had been rescued by the larger party and had come from a craft whose total crew before the storm was seventeen. Later on a party of twelve survivors, seven men, two women and three children, from a roll of twenty-seven, were taken off the upturned bottom of a good-sized junk to the smooth and wave-swept surface of which they managed to cling by the aid of ropes brought around from the inside—now the under side—of the craft. The broad and flat-bottom of the Chinese junk here proved indeed a plank. And though when we have looked at the ugly high stern of the native junk, we had forcibly present to us many times during the day at least one virtue of that feature of marine architecture, for when all the rest of the bulk was submerged a bit of the stern, and sometimes a considerable part, was still protruding and on it the storm-beaten fishermen found a temporary refuge. To how many its temporary shelter failed before the arrival of a substantial and will never be known. But we rejoice that at least a few were kept long enough for our ship to snatch them from a watery grave.

It would doubtless be a somewhat tiresome repetition to recount the details of every case. Let it suffice to say that from ten in the morning until four-thirty in the afternoon, we were "hoive to" performing rescues for a longer time than we were steaming in our course. People, who had come from ten different boats were rescued in all, but "pick-ups." The largest number taken from a single raft or bulk was twenty-four and two were lone men, one on a matted sail and one on a raft. Two of the rescued party were rescued late in the afternoon, in all sixty-three Chinese and one European—34 men, 8 women, 6 boys, 1 girl and 1 infant—were rescued by our ship. All of the junks from which they came hailed from Macao except the pilot's boat and a junk for Cheng Chau, which is about half-way between Hongkong and Macao. We picked them up scattered from Pedro Blanco off the upper end of Hias Bay to some ten miles southeast of Lema Island. These boats involved in all some 183 people of whom 143 were rescued and 40 were saved. In the case of the latter crew was saved intact, even with two rescues to their credit, but in most cases the survivors reported the great majority of their mates as sadly lost; one man being the sole survivor of a crew of eighteen, two others of a crew of twenty-three, and so on.

Doubtless the experience of our vessel was but typical and the cases of the people we rescued typical also. If that be true, it is interesting to note that within the accuracy of my statistics (which were gathered carefully from each rescued party through my attendant interpreter) one-half of the men involved were saved, one-fourth of the women, and one-sixth of the children. It is at least striking, if not necessarily conclusive, in connection with the oft-repeated statement concerning Chinese neglect of girls, that out of a total of sixty children involved exactly half were girls and that the rescues were in exactly the same ratio of one to one.

Another thing which struck us was the calmness of the women and children. There was no weeping or wailing at all if you neglect the crying of a two-months infant exposed to the fury of oceanic elements for hours past and deprived of its mother's nourishing care. The men were the most excited members of the rescued parties and seemed also the most selfish, women and children to taking second place with a calmness and in such a matter-of-course way as to make one's ire rise—though to look at it coldly, I suppose it is more proper to say the male adult as the one upon whom one rest would be dependent. In many cases, however, preference was given to children, though in no case to women.

In some cases all hands were doing their best to attract attention of passing vessels and even when we were fast approaching them with the evident intention of stopping to pick them up they kept on beseeching our assistance with wailing arms. Others, however, seemed to have abandoned hope and were "roused to life only by the shriek of our whistle as we approached and the apparently dead bulk. And such would prove the most impatient to get aboard—in fact, one man foolishly jumped from his bulk toward which we were fast drifting and attempted to swim the interval. But for a timely life-buoy and a friendly hoist he would have been crushed between his junk and our ship's side. This impatient, natural enough from their point of view, but from our exalted station on the promenade deck, irrational and foolish, manifested itself in the case of four men found on the same raft with Pilot Parsons. One of them when the

mass of sails, masts and boards was still some thirty yards away broke off a piece of plank and with its support swam to the ladder at foot which he was lucky enough to reach. As soon as we deflected a little nearer together a line was tossed to the three remaining on the raft and although several more ropes were about to be tossed to them and everything was quiet and there was ample time, such was the hurry of the long-exposed and frightened men that all three of them, and each was a heavy man, grabbed the first rope and no one of them would let go and take one of the waiting ropes and all three had to be hauled up the ship's side clinging to the one rope—a heavy load for the rescuers and an awkward one. Pilot Parsons whom we picked up well to the south east of Lema Island, eight or ten miles away I should say, had—according to his account given to sympathetic passengers between ships of tea, etc.—been in the water ten hours altogether. He was awaiting the Norwegian steamer *Hika* and got caught before he could make his way to the ladder at foot and shortly after was himself dumped overboard with only an oat. The last he saw of his sampan his four sailors were safely aboard and attempting to reach him with lines but without avail. Some time afterwards when just about to give up and let one of his temporary submergence be his last, his head struck what turned out to be a heavy ten-foot spar and to this he clung with arms locked round it. After a bit he managed to button on two buttons of his slacks and around the log and floated this way, continually dodging the seas breaking over him and nearly blinded by the cold driving rain for four hours until he came across a raft of matted sails and junk sides on which four Chinese were crouching too far apart to resist, if such had been their intention, his clambering aboard to share their fate. When we were only a short way out from the Lema light we sighted this raftful away to the south and altering our course by a right-angled turn we swept over the several miles of separation. The pilot's white trousers as he swam were quite the most conspicuous mark we had yet seen, but it was not until we were practically upon them that we made him out as a European.

During the late afternoon we passed many dismantled junks still, however, riding well under one or two jury masts, though most of them appeared rudderless. Although across his distance we could see that they were signalling for aid, they were in such an incomparably better condition than others, who would not have been able to signal at all. It is probable that we passed them by. Unfortunately one or two dismantled hulks seen away on the eastern horizon were left unaided and the memory of it with the thought of the fate of the possible refugees upon them still lingers with some of the eye-witnesses on the *Sado Maru*. We are at a loss to understand why our captain did not go to them.

One point to which attention should be given is the matter of allowing drifting hulks to continue to wave their masts at night. Instead of having them up or scuttling them, we allowed at least three large sixty or seventy-five foot junks to continue the dangerous driftings—simply because there were no appliances on board our steamer by means of which they could have been broken up. It would seem that some international law should be enacted requiring captains of vessels to render harmless any derelict they encounter at sea.

As we steamed through, narrow Lye on in the gathering shadows of evening dusk we had expected to see such signs of havoc as met our eyes as our ship passed along the harbour to its anchorage at the west. The jumble of junks, launches, river steamers and even heavy ocean craft which lined Kowloon shore was simply astounding and the impression of relentless fury and power bringing swift destruction to even the staunchest vessels and hurling thousands of our fellows into the great unknown is beyond our power to describe. One thing we can be sure—every passenger on our steamer, however rough his personal experience may have been, was devoutly thankful that the storm had so impeded our progress that we were ten hours late in reaching Hongkong, for had we reached here at the predicted hour, eight a.m., we should not unlikely have shared the fate of which there is such abundant evidence within the harbour. And then no doubt this tale would not have been told.

C. K. E.

DANGEROUS LUNATIC AT LARGE.

ESCAPES FROM THE ASYLUM.

When it became known to the officials at the Lunatic Asylum that one of their lunatics—and a dangerous one at that—had escaped on Saturday afternoon, last, to say that there was one case on which the public might be interested. Owing to the interruptions from the telephone service a messenger from the Asylum rushed down to No. 7 Police Station and reported the matter. In less time than it would take to tell every police station in the Colony had special men out, searching for the lunatic. The search was carried out until about two o'clock yesterday morning, when the police in the Central district sighted him, who was dressed in Lunatic's uniform, showing the mark of the Asylum, walking along Queen's Road Central as if he were bent on urgent business, and seeking loudly to himself. Being a dangerous character, the police were not taking any chances, so creeping up quietly behind him they grabbed him. The madman at first attempted to put up a fight, but numbers told, and he was removed, roaring with rage, to the Central Police Station, and later to the Asylum, where he was confined in his cell. The news of his escape was then phoned to the various stations, and police sent out to look for the lunatic, who was seen again on the morning of the 23rd. The Chinaman got out of his cell was not stated, but it was said that as soon as he got clear of the building, he made for a wall, which he scaled, dropped into High Street, and disappeared. The Chinaman developed insanity some months ago, and was sent to the Asylum after violently assaulting a coolie.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 24th at 5.30 a.m.—Signal lowered. On the 24th at 12.5 p.m.—The barometer has risen over S. China and the Philippines.

The typhoon has probably moved up the Gulf of Tonkin. Gradients are slight on the Coast between Hongkong and N. China. Weather improving over the China Sea. The returns from the Japanese stations are lacking this morning. Telegraphic communication between the Observatory and Hongkong continues interrupted.

FORECAST.

1.—Hongkong and neighbourhood, E. winds, fresh to moderate.
2.—Formosa Channel, N.E. winds, moderate.
3.—South coast of China between Hongkong and Lema Is., S. winds, fresh to strong.
4.—South coast of China between Hongkong and Hainan, decreasing E. gale.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

FLOODS IN CHINA.

RICE FAMINE IMMINENT.

PEOPLE FLOODED UP TO THEIR EARS.

[From Our Own Correspondent.]

Shanghai, 24th September.

Owing to floods a rice famine is imminent.

The water mounted high on the banks of the Grand Canal.

People gathering rice in the fields were flooded up to their ears.

[N. C. D. News.]

China and Japan.

CHINA'S INGRATITUDE.

Tokio, 19th September.

The *Jiji* anticipates internal disputes in China in consequence of the reorganization of official posts and the proposed constitution. These, it adds, might affect the Powers, and will need to be closely watched.

There is a growing impression in Japan that China's ingratitude attitude, which she is so stoutly maintaining with the object of frustrating the policy of the Powers, will have to be modified before long.

SUSPICIOUS DEATH.

RUSSIAN SAILOR DIES.

Just as we go to press, a rumour is being circulated in town to the effect that a Russian sailor on board the *Kita*, in the Cosmopolitan Dock, died a few days ago, under suspicious circumstances. On inquiries being made at the Central Police Station, as to the truth of the rumour, we learnt that although telephonic communication between that Station and the Water Police is out of order, they had heard conversations relating to the death of a Russian in the harbour, but definite particulars relating to his death could not be procured. A visit to the Russian Consulate was next undertaken by our reporter, but the former gentleman was rather reticent over the matter, the only information that could be obtained from him being a flat denial of "suspicious death." He said that it was an accident, that the sailor fell down into the hold, and further than that he would not speak on the subject.

LAND SALE.

At the office of the Public Works Department this afternoon, one lot of Crown land at Bowen Road, was let by public auction, for a term of 21 years. This property, registered as Garden Lot No. 29, is situated near Inland Lot No. 1211, Bowen Road, and contains 10,700 square feet, carrying an annual Crown rent of \$24. The upset price was \$535. It was bought by Mr. Yeung Sai Ngam for \$555.

HORSE-PLAY FOR HIGH STAKES.

The adage, "Woe to him by whom the offence cometh," in this land of reversed rule easily becomes "Woe to the countrymen of the offender."

A party of sailors have some innocent fun with a comrade. The inconsiderate Celestial dies as a consequence. The offenders embark and go scot-free. Native papers take up the outrage; posters are printed detailing the affair and embellishing it. Incidentally a boycott follows; then a massacre of missionaries at an exposed point in the same province. The myopic public exclaims: "Those troublesome missionaries!"

By dint of great effort on the part of resident foreigners and nights of sleepless anxiety of the consular staff a measure of self-feeling is restored, and foreigners living in Kwangtung begin to breathe freely again. The hope rises that the frolicsome sailors in their swift, well-protected fortresses have been impressed, and may be expected to curb their fun-loving propensity. But before a second year is past down comes the news—we hope somewhat exaggerated—that other defenders of their fellow-nationals have again sought diversion in almost exactly the same sort of game. A boy is shoved into the water. Harmless enough; but so is a spark harmless, if produced in its proper place; yet somewhat risky if introduced into a powder magazine.

Transient foreigners passing through Canton can have their "fling" at the native, then pass on, while resident foreigners pay the score. The sailor ashore from his ship kicks the coolie, elicits the shipman, drowns the comrade, enjoys many forms of horseplay, and then at the mess-table narrates with gusto that his trip ashore has added to his log of exploits. He feels brave and contemptuous of danger as he sits surrounded by guns and marines. But before he gets home to tell his exploits to the gaping friends of his native town, some customs station or remote missionary's family has been plundered and all foreigners shot, as a proper offset to the sport. The transient sows the wind; the permanent residents reap the whirlwind—and are criticized for tactlessness in managing the Chinese.—Contributed.

SHIPPING AND MAILS.

MAILS DUE.

German (*Prinz Ludwig*) 25th inst., 6 a.m.
Indian (*Suisan*) 25th inst.
American (*Hongkong Maru*) 27th inst.
Indian (*G. Afric*) 27th inst.
French (*Tourane*) 28th prox.
American (*Korea*) 4th prox.
Canadian (*Tartar*) 18th prox.

The M. M. Co.'s s.s. *Tourane* will leave Singapore on 24th inst. at 5 p.m., for this port. The *Apar* Co.'s s.s. *G. Afric* from Calcutta left Singapore 22nd inst., a.m., and may be expected here on 27th inst.

The T. K. K. s.s. *Hongkong Maru* will leave Manila for this port on Tuesday noon, and will be due to arrive Hongkong on Thursday afternoon, the 27th inst.

THE SHANGHAI DOCK CO.

LARGEST TENDER BUILT.

The new tender *Brewer*, built by the Shanghai Dock and Engineering Co., Ltd., to the order of the N.D.L. Co., was to be launched from the Pootung Works on the 20th inst., at 2.15 p.m. Tenders conveying guests to the works were to leave Melchers and the P. and O. jetties at 1.45 p.m. on that day. The *Brewer* is the largest mail tender yet built by a local yard.

SALE OF STEAMER.

The O.S.K. steamer *Taiyo Maru*, which was recently rebuilt after having been burnt near Wuhu, and sold by the Shanghai Dock Co. back to the original owners, had a private trial trip to Woosung on the 19th inst., in order to comply with the regulations of the Japanese Government. A Government surveyor was on board to watch the trial which was in every way successful.

SALE OF DOCK PROPERTY.

It is reported in Shanghai that a certain London syndicate, of whom name in Shanghai is said to be in the field for buying the property known as the Old Dock and certain land on the Pootung side of the river also belonging to the Shanghai Dock and Engineering Co., with a view to converting this property into a wharf and godown company. It is stated that the price to be paid for the Dock's property, if the scheme is ever carried out, would amount to about Tls. 1,500,000, and that the development of the acquired land, i.e., building wharves, godowns, &c., would add another Tls. 1,500,000. The capital of the new company would therefore be at least three million taels. To raise the required capital the scheme further provides that the present shareholders in the Dock Co. would have the option of obtaining a share in the new company, in lieu of receiving a return in cash upon the sale of the Old Dock and the Pootung property, and that the balance of the capital required would be raised by the issue of debentures, the underwriting of which, it is alleged, has been guaranteed by "the Bank."

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Lido-Chinas \$74, Shell Transpans 29, Kowloon Wharves \$93, Shanghai Docks Tls. 103, Fenwicks \$22, Humphreys Estates \$112, Cements \$21, Electric \$24, Tramways \$215.
Sellers:—Hongkong Banks \$800, London \$93, Unions \$780, Canons \$310, Hongkong Fries \$327, China and Manila \$24, Douglass \$27, Raubs \$82, Hongkong Docks \$18, Hongkong Lands \$110, West Points \$52, Cottons \$132, China Bommers \$101, China Providents \$960, Ices \$236, Ross \$229, China Light and Power \$124, Powell \$101.
Sales:—Macao Steamboats \$14, Hongkong Docks \$158, Fenwicks \$12.
Nominals:—National Banks \$27, China Fries \$93, China Sugars \$158, Hongkong Wharves Tls. 240, Hongkong Hotels \$115, Dairy Farms \$17, Watsons \$13.

TO-DAY'S EXCHANGE.

London—Bank T.T. 2/3 9/16
Do. demand 2/3 2/3
Do. 4 months' sight 2/3 2/3
France—Bank T.T. 2/3 2/3
America—Bank T.T. 2/3 2/3
Germany—Bank T.T. 2/3 2/3
India T.T. 16s 10d
Do. demand 16s 10d
Bangkok—Bank T.T. 2/3 2/3
Singapore T.T. 2/3 2/3
Japan—Bank T.T. 2/3 2/3
Yan—Bank T.T. 2/3 2/3

Shipping.

4 months' sight L/C 2/3 3/16
6 months' sight L/C 2/3 3/16
10 days' sight San Francisco & New York 5/4
1 months' sight do 5/4
30 days' sight Sydney and Melbourne 2/3 7/16
4 months' sight France 2/3 2/3
6 months' sight do 2/3 2/3
1 months' sight Germany 2/3 2/3
Bar Silver 31 11/16
Bank of England rate 4 1/2
Sovereign 904

To-day's

Advertisements.

CRAIGENGOWER CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the MEMBERS of the above Club will be held in the Pavilion, at the Mel-borough Recreation Ground, T.O. MORROW (TUESDAY), the 25th inst. at 5.30 P.M.

A. E. ASGER, Hon. Secretary.

Hongkong, 24th September, 1906. [192]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOURANE."

Captain Lancelotti, will be despatched as above, on or about MONDAY, the 1st October.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 24th September, 1906. [11]

NORDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

Having arrived, Consignees of Cargo are hereby informed that the Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after MONDAY, the 1st of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 1st of October, at 10 A.M.

All Claims must reach us before the 6th of October, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 24th September, 1906. [1]

Intimations.

THE

ROBINSON PIANO

CO., LD.,

ARE SHOWING

HIGHEST CLASS

PIANOS,

BY

THE LEADING MAKERS

OF

THE WORLD.

Steinway,

Bechstein,

Bluthner,

Winkelmann,

Collard & Collard,

Hopkinson,

Haake,

Krauss, & Co.

CASH OR CREDIT.

OR ON

HIRE FROM \$10 PER MONTH

INCLUSIVE.

Hongkong, 22nd August, 1906. [138]

THE

BEST BEER BREWED

IN

JAPAN

IS

THE FAMOUS

"YEBISU"

BEER.

UNRIVALLED FOR

PURITY,

LIGHTNESS

AND

WHOLESOMENESS.

WHAT Japan has shown to the World

PROMISING FUTURE.

In view of such trade possibilities in China the importance of navigation on the Yangtze can scarcely be overestimated. Japan, as the result of the flow for many years, has gradually established her influence on the coasting trade of China, and her Yangtze trade has also made remarkable progress since 1903. The Nippon Yusen Kaisha and Osaka Shosen Kaisha are maintaining a regular service between Shanghai and Hankow, while the vessels of the Hunan Steamship Company are running regularly between Hankow and Hunan. In these days of competition and rivalry, however, it is not surprising that Japan long enjoy a monopoly of any profitable trade or field. The Yangtze regions would seem to have now become a centre of competition amongst the vessels of various countries, and they appear to be suffering from the consequent fall in freight. Our vernacular contemporary mentions that the proposal has been made for union freight arrangements, but states that nothing definite has so far been decided upon. It is not surprising that the development of the country's foreign trade, that Japan should refrain from unnecessary and injurious competition, but should rather endeavour to work for the further opening up of China. Turning to South China, it will be observed that trade there is comparatively undeveloped and international competition is less keen, despite the fact that the districts are rich, and the population is dense. Moreover, the provinces of Formosa and Japan are separated by a water "front" from Formosa, and Japan can take in that direction with Formosa as a base. Taken all in all, the *Nicht Nishi* is convinced that in spite of the keen rivalries that exist in China among foreign nations in the maritime and other trade there is much for Japan to do, and with good prospect of success.—*Japan Chronicle*.

Apply to:

Clearances at the Harbour Office.

Bohching, for Kwang-chow wan.
Pindai, for Singapore.
Klatat, for Singapore.
Rubi, for Manila.
Phranang, for Canton.
Kwanglat, for Shanghai.

Departures.
Sept. 23.
Sanuki Maru, for Kobe.
Chingtu, for Japan.
Joshin Maru, for Swatow.
Kwetchow, for Canton.
Sept. 24.
Chowfo, for Canton.
Copile, for San Francisco.
Hongkong, for Haiphong.
Chikwang, for Swatow.
Pindai, for Singapore.
Shackling, for Shanghai.
Kiukiang, for Canton.

Passengers arrived.

Per *Empress of China*, from Vancouver—
Mr. Miss and Master Hauser and maid, Mr.
and Mrs. C. McL. Messer, Miss J. M. Tibbets,
Dr. J. M. Atkinson, Dr. H. Sanders, Mr. D. E.
Brown, Capt. C. Druce, Messrs. G. H. and R.
W. Hess, Mrs. E. Post, Mrs. E. Widman, and
Capt. A. Tillett. From Victoria—Mr. H. W.
Hall. From Yokohama—Messrs. E. J. Chap-
man, H. T. Butterworth and W. Farquharson.
From Kobe—Messrs. D. B. Murray, T. B.
Land, F. J. Lomax, T. E. H. Luke, J. A. Stone,
M. A. Hamer, Rev. and Miss. Ceper, and Mr. J.
Summers. From Nagasaki—Mr. Turabull.
From Shanghai—Messrs S. W. Roberts, I am
Ki Sang, C. Mead, Ven Archdeacon Banister,
and 358 Chinese.

Per *Prins Sielsmund*, for Hongkong from
Sydney—Mr. Robt. Forre. From Simpson-
hafen—Capt. H. Krebs. From Fr. Wilhelm-
shafen—Mrs. A. C. Castillee. From New
Guinea—Malaya, and Ch. Chinmoo. From
Manilla—Major and Mr. Babbitt, Messrs. A.
Frankinkel, Chiu Ong Tap Hao, and Rodger
Gorman. From Sydney—Misses Ch. Fernaude,
Mary Pearson, Smythe, Mrs. Olive, Mr. Panlira,
and Mr. and Miss Burgoynes.

Per *Protoni*, from Bangkok, &c.—532 Chi-
nese.

from Bangkok, e
been at a ... and

Vessels in Port.
STRANERS.
 Andree Rickmers, Kr. s.s., 1,020, W. Taubert,
 18th Sept.—Kohschang (Bangkok) 11th
 Sept., Gen.—B. & S.
 Changsha, Br. s.s., 1,463, T. Moore, 4th Sept.,
 —Melbourne 31st July, Sydney 8th Aug.,
 Brisbane 11th, via Broadmead, Townsville,
 Cairns, Cooktown, and Thursday Id.
 23th, Zamboanga 27th, and Manila 1st
 Sept.—B. & S.
 Chowhai, Kr. s.s., 1,151, W. Müllermann, 15th
 Sept.—Bangkok and Kohschang 9th Sept.,
 Gen.—B. & S.
 Dagmar, Kr. s.s., 921, H. Engelhart, 14th
 Sept.—Bangkok 7th Sept., Rice and Gen.

ТКАМЖИ

Andree Rickmers, Ger. s.s., 1,020, W. Taubert,
18th Sept.,—Kobichang (Bangkok) 11th
Sept., Gen.—B. & S.

Changshu, Br. s.s., 1,463, T. Moore, 4th Sept.,
—Melbourne 31st July, Sydney 8th Aug.,
Brisbane 11th, via Broadmont, Towns-
ville, Cairns, Cooktown, and Thursday 1st
Sept., Gen.—B. & S.

Choo, Ger. s.s., 1,147, W. Möllermann, 15th
Sept.,—Bangkok and Kohichang 9th Sept.,
Gen.—B. & S.

Dagmar, Ger. s.s., 921, H. Engelhart, 14th
Sept.,—Bangkok 7th Sept., Rice and Gen.
—B. & S.

Emma Luiken, Ger. s.s., 1,159, G. Conrad,
16th Sept.,—Manitius 20th June, Sugar,
—Wing Lo, & Co.

Empress of Japan, Br. s.s., 3,339, Henry
Pybus, R.N.A., 4th Sept.,—Vancouver 13th
Aug., and Shanghai 1st Sept., Mails and
Gen.—C. P. R. Co.

Fooksang, Br. s.s., 1,087, W. E. Sawyer, 10th
Sept.,—Calcutta 26th Aug., Coals, —J., M.
& Co.

Haitan, Br. s.s., 1,183, J. S. Roach, 20th Sept.,
—Footbook 16th Sept., Amoy 17th, and
Swatow 19th, Gen.—D. L. & Co.

Halvard, Nor. s.s., 1,070, C. Andersen, 10th
Sept.,—Samarang 1st Sept., Suvar.,
—Aagaard, Thoresen & Co.

Hilary, Ger. s.s., 2,276, H. Uecker, 3d Sept.,
—Sourabaya 23rd Aug., Sugar, —J., W. &
Co.

Hupang, Br. s.s., 1,359, J. M. Hay, 15th
Sept.,—Sourabaya 6th Sept., Gen.—J., M.
& Co.

Jacob Diederichsen, Ger. s.s., 623, D. Hents,
18th Sept.,—Haiphong 11th Sept., Kebao
13th, and Hoihow 17th, Coal and Gen.—J.
& Co.

Johanna, Ger. s.s., 952, Ipland, 15th Sept.,
—Swatow 14th Sept., Ballast, —J. & Co.

Kaifong, Br. s.s., 937, Fin nyson, 20th Sept.,
—Manila 14th Sept., Sugar, —B. & S.

Kital, Rus. s.s., 1,200 Gorginsien, 18th Sept.,
—Meiji 12th Sept., Ballast, —M. & Co.

Knaissberg, Ger. s.s., 546, C. Hürgensen, 22nd
Sept.,—Macao 21st Sept., Gen.—J. & Co.

Kowloon, Br. s.s., 2,359, H. Scher, 18th Sept.,
—Samarang 10th Sept., Sugar, —J. & Co.

Kutsang Br. s.s., 438, R. C. D. findley, 13th
Sept.,—Calcutta via Penang and Singapore
7th Sept., Gen.—J. M. & Co.

Kwongnang, Br. s.s., 1,423, W. P. Baker, 22nd
Sept.,—Canton 21st Sept., Gen.—J., M. &
Co.

1. *Introduction*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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September 23rd, 1906, p.m.

September 24th, 1906, a.m.

Vladivostok	7 a.m	—	—	—	—	—
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	Sept. 23 at 10 A.M.	Sept. 23 at 4 P.M.
.....	29.86	29.82

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Macao, 27th Sept., 3 P.M.
Acapazco, 28th Sept., 10 A.B., 27th Sept., 3 P.M.
Macao-Per *Honam*, 29th Sept., 1.15 P.M.
Shanghai-Per *Yokohama*, 28th Sept., 3 P.M.
Manila-Per *Puysang*, 28th Sept., 3.25.
Moji, Kobe, Yokohama, Victoria, B.C., and
Canton, Wash.-Per *Lyra*, 29th Sept., 11 A.M.
Auckland, Sydney, Melbourne, Cooktown, Cairns,
Townsville, Brisbane, Sydney, Hobart, Launceston,
New Zealand, Melbourne, Adelaide and Perth-
Per *Kumano Maru*, 29th Sept., 11 A.M.
Timor, Port Darwin, Thursday Island, Cook-
town, Cairns, Townsville, Brisbane, Sydney,
Hobart, Launceston, Auckland and Perth-Per *Australian*,
30th Sept., 11 A.M.
Manila-Per *Zofora*, 29th Sept., 11 A.M..
Macao-Per *Honam*, 29th Sept., 1.15 P.M.
Shanghai-Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, (B.C.)-Per *Slow-*
wagon, 3rd Oct., 11 A.M.
Singapore, Penang, Malacca, Singapore, Hongkong,
Batavia, 6th Oct., 11 A.M. via Tutuciorin-Per
Tutuciorin.

**ACCELERATION OF THE CANADIAN
PACIFIC MAIL SERVICE.**
Correspondence intended for this route to

Pillar Boxes have been placed and will be cleared as under:

VISITORS AT THE HOTELS

Moulder, Mr.

McAlpine, Kenneth	A. B.
Haynes, Mrs. W. H. L.	Muir, Frank
Brunco, Dr.	Olmsted, Mr. and Mrs.
H. C. and Mrs. R. C.	Olmsted, Miss T. H.
Colahan, H. J.	Palmer, A. E.
F. Colvin, B. F.	Paibenberg, Mrs. R.
Cunningham, Mr. and Mrs. A.	Von
Davies, F. V.	Patter, Mrs. G.
Delaney, L. T.	Peacock, Miss Annie
Flambeau, Mr.	Peasner, Dr. W. W.
G. Gillan, W. G.	Pollack, Jr., Jas.
Gregory, W.	Pollock, Mrs. Edwin T.
Hayden, R. N.	Rogue, Mr.
Heraux, A.	Rogers, Mr. and Mrs. L.
Jack, Mrs. C. M.	Saji, Capt. K.
Jones, Fred. Cloughton	Smith, E. A.
Koeres, J. H.	Smith, W. Meirchke
Kent, Capt. W. E.	Square, Miss N.
Krebs, Capt. H.	Stone, J. A.
Leconte, Vice-Consul	Story, G. F.
L. Little, A. C.	Summers, James
Lu, Fred. E. H.	Taylor, Major-General
Lundh Im, Capt. B.	Widmer, Mr.
McKay, T. D.	Williams, G.
	Windman, Mrs.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED ACTION.
Arcturion	despatch vessel	1,700	4	3,000	Commander E. La T. Leatham	Hongkong
Arcturion	cruiser, 2d class	4,365	10	7,000	Captain C. L. Vaughan-Lee	Hongkong
Arcturion	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson	Hongkong
Arcturion	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Yangtze
Arcturion	ship	1,070	6	1,700	Commander B. L. Majendie	Weihaiwei
Arcturion	ship	1,070	6	1,700		Hongkong
Arcturion	ship	1,070	6	1,700		Shanghai
Arcturion	cruiser, 1st class	11,000	16	16,500	Commander C. D. S. Raikes	cruising
Arcturion	torpedo boat destroyer	306	6	5,000	Lieut.-Commander J. Hughes	Hongkong
Arcturion	cruiser, 2d class	4,365	10	7,000	Captain H. Grant-Dalton	Hongkong
Arcturion	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. B. Coe	cruising
Arcturion	torpedo boat destroyer	275	6	4,000	Lieut.-Commander R. Henniker-Heaton	"
Arcturion	torpedo boat destroyer	280	6	5,000	Lieut.-Commander W. H. Darwall	"
Arcturion	cruiser, 1st class	9,800	14	22,000	Captain S. V. V. de Horsey	"
Arcturion	cruiser, 1st class	14,100	18	39,000	Captain C. F. Thursby	"
Arcturion	river gunboat	616	4	1,200	Lieut.-Commander Percy Crabtree	Yangtze
Arcturion	cruiser, 1st class	9,800	14	22,000	Captain J. A. Tuke	Weihaiwei
Arcturion	river gunboat	180	2	800	Lieut.-Commander Robert E. Vaughan	Hongkong
Arcturion	torpedo boat destroyer	340	6	6,500	Lieut.-Commander J. Kiddle	cruising
Arcturion	cruiser, 2d class	4,400	—	—	Comdr. R. Benlack	Hongkong
Arcturion	river gunboat	85	2	240	Lieut.-Commander C. C. Walcott	Hongkong
Arcturion	river gunboat	85	2	240	Lieut.-Commander H. T. Allay	West River
Arcturion	river gunboat	85	2	240	Lieut.-Commander J. T. S. Lyons	Yangtze
Arcturion	torpedo boat destroyer	250	6	6,500	In reserve	Hongkong
Arcturion	receiving ship	4,050	6	—	Commodore H. P. Williams	Hongkong
Arcturion	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtze
Arcturion	cruiser, 1st class	14,400	—	—	Captain Ballard	Hongkong
Arcturion	river gunboat	710	6	900	Lieut.-Commander R. M. R. West	Yangtze
Arcturion	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Stevenson	cruising
Arcturion	surveying ship	620	4	450	Commander R. W. Glennie	Surveying
Arcturion	torpedo boat destroyer	306	6	5,000	Lieut.-Commander E. L. Thomas	cruising
Arcturion	river gunboat	191	2	550	Lieut.-Commander G. B. Spicer-Simson	Yangtze
Arcturion	river gunboat	150	2	550	Lieut.-Commander G. J. Todd	Yangtze
Arcturion	river gunboat	150	2	550	Lieut.-Commander Geo. F. Knox	Yangtze

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT.
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Faure	Haiphong
Ardour	receiving-ship	—	—	—	Lieut. Merle	Haiphong
Blouette	torpedo-depot	—	—	—	Commander Kérihuel	Cape St. James
Argus	river gunboat	123	6	500	Lieut. Jeannel	Canton
Caronde	river gunboat	—	—	150	Lieut. Millet	Saigon
Cécidie	gunboat	645	10	1,000	Lieutenant Le Blanc	Chefoo
Dupetit-Thouars	armoured cruiser	10,014	14	—	Capt. Lepinasse de Sauna	Saigon
Entrecaesteux †	protected cruiser	11,243	—	—	Capt. Tracou	Hongkong
Esturgeon	sub-marine	—	—	—	Lieut. Coquelin	Saigon
Francois	destroyer	303	7	6,300	Lieut. Garreau	Hongkong
Gondie	destroyer	350	7	303	Lieut. de Saint-Seine	Hongkong
Gueydon	armoured cruiser	9,376	14	20,200	Capt. Ridoix	Hongkong
Henri Rivière	river gunboat	—	—	—	Lieut. Fortier	Haiphong
Indra	river gunboat	200	6	308	Lieut. Le Cromier	Haiphong
Javeline	destroyer	307	7	3,000	Commander Sagot-Duval	Hongkong
Janquet	cruiser	1,250	7	2,200	Commander Simon	Haiphong
Jynx	sub-marine	—	—	—	Lieut. Armbruster	Saigon
Janche	surveying-ship	—	—	—	Commander Laporte	Bale d'Along
Montcalm*	armoured cruiser	9,500	16	19,600	Capt. Martel	Saigon
Mousquet	destroyer	307	7	6,300	Commander Terquem	Saigon
Nirly	river gunboat	200	6	—	Lieut. Grellier	Chungking
Orélio	gunboat	—	—	—	Lieut. Marchand	Tongku
Orléans	sub-marine	—	—	—	Lieut. Hubert	Saigon
Pistolet	destroyer	307	7	6,300	Commander Bertheaud	Hongay
Protée	sub-marine	—	—	—	Lieut. Glorieux	Saigon
Rapier	destroyer	307	7	—	Lieut. Vincent-Brechignac	Hongkong
Redoutable *	battleship, reserve	9,437	8	6,071	{ Flagship of Rear-Admiral de Marolles } { Commanding the local naval defence of } { Indo-China, Capt. Passerat de Silans } Lieut. Hallier	Saigon
Réaumur	destroyer	307	7	—	Lieut. Duc...	Hongkong
Régis	armoured gunboat	1,796	10	1,700	—	Saigon
Rialang	river gunboat	—	—	—	—	Upper Yangtze
Rauban	receiving-ship	6,150	33	4,560	—	Hongay
Rédan	torpedo-depot	—	—	—	Lieut. Fougereuse	Saigon
Régulante	river gunboat	123	6	500	Lieut. Brugnon	Hongkong

* Flagship of Vice-Admiral Richard, Commander-in-Chief.
† Flagship of Rear-Admiral Boisse, Second-in-Command.
‡ At the disposal of Rear-Admiral de Marolles, Commanding the naval defence of Indo-China.
(*) Flagship of Rear-Admiral de Marolles.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEIL-
LES, LONDON, HAVRE,
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "SALAZIE."

Captain A. Aillard, will be despatched for MAR-
SEILLES on TUESDAY, the 2nd October,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transshipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. OCEANIE 16th October.
S.S. TOURANE 30th October.
S.S. TONKIN 13th November.
S.S. ARMAND BEHIC 27th November.
S.S. ERNEST SIMONS 11th December.

G. DE CHAMPEAUX,
Agent.

Hongkong, 19th September, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Lyra	4,417	G. V. Williams	20th Sept.
Shawmut	9,506	E. V. Roberts	24th Oct.
Tremont	9,506	T. W. Garlick	—
Pleides	3,753	F. G. Parington	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 21st September, 1906.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About
"ERROLL" 9th October.

For Freight and further information, apply
to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 13th September, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
he will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PARCEL or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

-WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

20.00

16.75

20.00

12.50

10.50

20.00

13.75

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THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

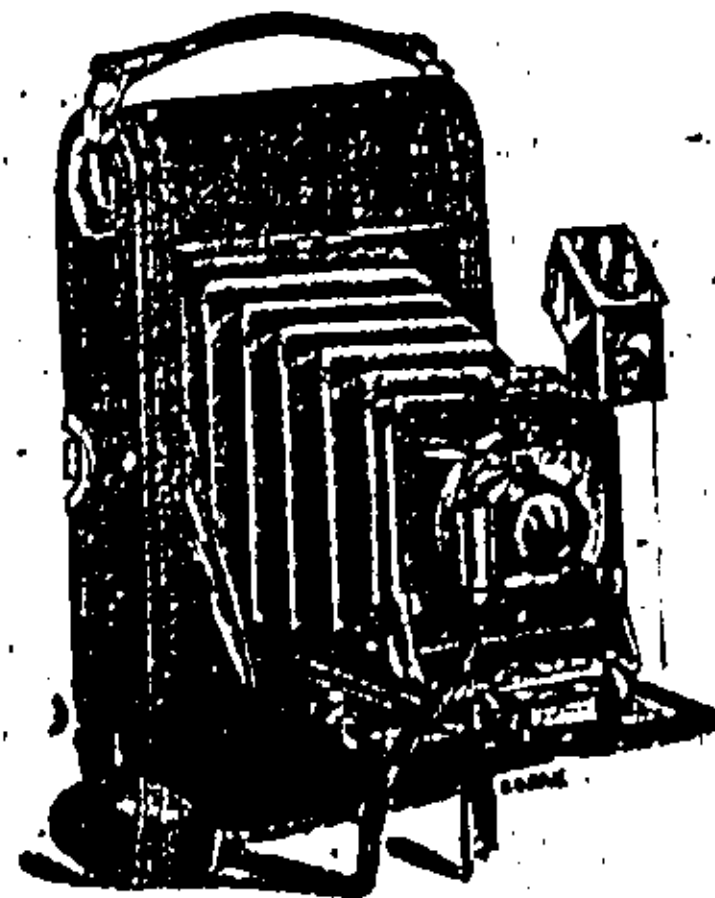
FURNITURE.

GENERAL HOUSEHOLD

REQUISITES

& Co. & Co. & Co.

Telephone 256.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.

Hongkong, 10th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOOBIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

Supplied by Messrs. E. S. KAPOORIE & CO. Limited.									
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN BY PRESENT QUOTATION.	CLOSING QUOTATIONS.	
BANKS.									
Hongkong & Shanghai Banking Corporation	100,000	\$125	\$125	\$1,000,000 \$10,250,000 \$250,000 \$12,731 \$150,000	\$1,712,472	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	{ \$800 sales London 293.10/-	
National Bank of China, Limited	99,925	£7	£6	{ £12,731 \$150,000	\$74,099	\$2 (London 3/6) for 1903	...	\$47	
MARINE INSURANCES.									
Antion Insurance Office, Limited	10,000	£250	£50	{ £1,600,000 \$147,895	\$211,540	\$20 for 1904	4 1/2 %	\$320.	
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 87 1/2 sellers	
Union Insurance Society of Canton, Limited	10,000	£250	£100	{ £2,000,000 \$20,000,000 \$15,804 \$509,270 \$800,000 \$61,278 \$15,527	\$17,277	Interim div. of 13/- for 1905	4 1/2 %	\$78 1/2 sellers	
Wangtsze Insurance Association, Limited	8,000	£100	£50	{ £1,533,844 \$15,338,440 \$229,488 \$2,618 \$1,720,928	\$508,334	\$12 and 53 special dividend for 1904	8 1/2 %	\$175 sellers	
FIRE INSURANCES.									
China Fire Insurance Company, Limited	20,000	£100	£20	{ £1,000,000 \$10,000,000 \$2,618 \$2,618 \$1,720,928	\$344,618	\$6 for 1904	6 1/2 %	\$93	
Hongkong Fire Insurance Company, Limited	8,000	£250	£50	{ £1,200,000 \$12,000,000 \$422,618	\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 sellers	
SHIPPING.									
China and Manila Steamship Company, Limited	10,000	£25	£25	{ £16,000 \$160,000 \$88,941	\$6,503	\$1 1/2 for 1905	6 1/2 %	\$24	
Douglas Steamship Company, Limited	10,000	£50	£50	{ £18,000 \$180,000 \$250,000 \$144,386 \$1,000,000	Nil.	\$3 1/2 for year ended 30.6.1906	7 1/2 %	\$47	
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	£15	£11	{ £144,286 \$1,442,860 \$2,472	\$5,464	\$1 for 1st half-year 1906	8 1/2 %	\$23 1/2 buyers	
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ £1,000,000 \$10,000,000 \$2,472	\$2,472	10/- @ ex 2/11 9/16 = \$5.69	6 1/2 %	\$74	
Shanghai Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 1,000 \$10,000 \$1,256	Tls. 2,156	{ Interim div. of Tls. 2 1/2 a/c 1906 Interim div. of Tls. 2 1/2 for year ended 30.6.1905	6 1/2 %	Tls. 36 sales	
Do. (Preference)	10,000	£1	£1	{ £1,000 \$10,000 \$107,815	107,815	{ Interim div. of Tls. 2 1/2 for year ended 30.6.1905 1/- (Coupon No. 6) for 1905	4 1/2 %	Tls. 50 buyers	
Shell Transport and Trading Company, Limited	10,000	£10	£10	{ £1,000 \$10,000 \$218	\$218	{ \$1.50 for year ending 30.4.1906 \$1.75 for year ending 30.4.1906	5 1/2 %	\$20	
Star Ferry Company, Limited	10,000	£10	£5	{ Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	13,913	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers	
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 1,000 \$10,000 \$8,745	\$8,745	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers	
REFINERS.									
China Sugar Refining Company, Limited	10,000	£100	£100	{ £1,000,000 \$10,000,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	15 1/2 %	\$138	
Luzon Sugar Refining Company, Limited	10,000	£100	£100	{ £1,000,000 \$10,000,000 \$132,588	\$132,588	\$3 for 1907	...	\$22 sellers	
Perak Sugar Cultivation Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 100,000 \$1,000,000 Tls. 3,723	Tls. 3,723	\$3 1/2 for year ending 30.9.04	...	Tls. 85 sellers	
MINING.									
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £80,000 \$800,000 \$13,355	\$13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers	
Central Consolidated Mining Company, Limited	100,000	£1	£1	{ £80,000 \$800,000 \$590,050	\$590,050	Final of 50 cents making G \$1 for 1905	7 %	G. \$14 nominal	
Gold Australian Gold Mining Company, Limited	10,000	£1	£1	{ £8,745 \$87,450 \$8,745	\$8,745	No. 12 of 1/- = 48 cents	...	\$8	
DOCKS, WHARVES & GODOWNS.									
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	{ £70,000 \$700,000 \$8,915	\$8,915	\$2 for 1905	9 %	\$21	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	£10	£10	{ £1,000,000 \$10,000,000 \$20,040	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$93 buyers	
Long and Wharfedale Dock Company, Ltd.	10,000	£50	£50	{ £1,000,000 \$10,000,000 \$392,087	\$392,087	\$6.00 first half-year ending 30.6.06	8 %	\$155 buyers	
New Amoy Dock Company, Limited	10,000	£50	£50	{ £1,000,000 \$10,000,000 \$2,221	\$2,221	\$1 for 1905	5 1/2 %	\$18	
Shanghai Dock and Engineering Co., Ltd.	10,000	Tls. 100	Tls. 100	{ Tls. 1,000 \$10,000 \$1,399	Tls. 1,399	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 108 buyers	
Shanghai and Hongkong Wharf Company, Limited	10,000	Tls. 100	Tls. 100	{ Tls. 487,210 \$4,872,100 \$57,665	\$57,665	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 240	
Wangtsze Wharf and Godown Company, Limited	10,000	Tls. 100	Tls. 100	{ Tls. 300,000 \$3,000,000 Tls. 5,668	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers	
LANDS, HOTELS & BUILDINGS.									
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$0 \$29,511	none	First year	10 %	Tls. 102	
Central House Land Company, Limited (Shanghai)	10,000	£25	£25	{ £250,000 \$2,500,000 \$8,418	\$8,418	\$3 for year ended 30.6.1906	10 %	\$90	
Central Stores, Limited	10,000	£15	£15	{ £150,000 \$1,500,000 \$4,719	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers	
Do. (new issue)	10,000	£15	£15	{ £150,000 \$1,500,000 \$4,719	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers	
Do. (Founders')	10,000	£15	£15	{ £150,000 \$1,500,000 \$4,719	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers	
Hongkong Hotel Company, Limited	10,000	£50	£50	{ £500,000 \$5,000,000 \$10,057	\$10,057	\$5 for first half-year for 1906	8 1/2 %	\$115 buyers	
Hongkong Land Investment and Agency Co., Ltd.	10,000	£100	£100	{ £1,000,000 \$10,000,000 \$10,057	\$10,057	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$110 sellers	
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	{ Tls. 250 \$2,500 \$1,103	Tls. 1,103	Final of 6 1/2 % = 10 % for 1905	10 %	Tls. 15 buyers	
Hotel Metropole Company, Limited	10,000	£100	£100	{ £1,000,000 \$10,000,000 \$4,699	\$4,699	Final of \$6 making \$10	10 %	\$100	
Empire Estate & Finance Company, Limited	10,000	£100	£100	{ £1,000,000 \$10,000,000 \$5,070	\$5,070	80 cents for 1905	7 %	\$59	
Hongkong Land and Building Company, Limited	10,000	£50	£50	{ £500,000 \$5,000,000 \$5,070	\$5,070	\$2 1/2 for 1905	6 1/2 %	\$59	
Shanghai Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 170,000 \$1,700,000 Tls. 52,194	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 105 sales	
West Point Building Company, Limited	10,000	£50	£50	{ £500,000 \$5,000,000 \$772	\$772	Interim div. of \$2 account 1906	8 %	\$50	
COTTON MILLS.									
Iwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 \$459,390 Tls. 100,000	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 75 buyers	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	£10	£10	{ £110,000 \$1,100,000 \$21,670	\$21,670	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$134	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000 \$1,000,000 Tls. 18,718	Tls. 18,718	3 % a/c 1898	...	Tls. 68 sellers	
Laoh-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none \$0 Tls. 30,760	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 85 buyers	
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 18,456 \$184,560 Tls. 35,986	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 330 buyers	
MISCELLANEOUS.									
Anglo-German Brewery Company, Limited	1,000	£100	£100	{ none \$0 \$1,066	\$1,066	\$7 for 1905	8 %	187 1/2 sales	
Hell's Asbestos Eastern Agency, Limited	1,000	£100	£100	{ £1,000,000 \$10,000,000 \$1,066	\$1,066	1/3 per share for 1905	8 1/2 %	\$7	
Campbell, Moore & Co., Limited	1,000	£100	£100	{ £1,000,000 \$10,000,000 \$1,066	\$1,066	\$3 for 1905	9 1/2 %	\$10	
China Flour Mill Co., Limited	1,000	Tls. 50	Tls. 50	{ Tls. 50,000 \$500,000 Tls. 1,139	Tls. 1,139	Final of Tls. 5 making Tls. 10 for 1905	14 1/2 %	Tls. 70	
China Light and Power Company, Limited	10,000	£10	£10	{ £100,000 \$1,000,000 \$1,581	\$1,581	60 cents for year ended 28.2.06	6 %	\$104	
China Provident Loan & Mortgage Company, Ltd.	100,000	£10	£10	{ £1,000,000 \$10,000,000 \$1,581	\$1,581	80 cents for 1905	8 1/2 %	\$9.60	
Dairy Farm Company, Limited	25,000	£7 1/2	£7 1/2	{ £1,875 \$18,750 \$2,884	\$2,884	\$1.20 for year ending 31.7.1905	7 %	\$17 buyers	
Green Island Cement Company, Limited	200,000	£10	£10	{ £2,000,000 \$20,000,000 \$52,291	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	9 1/2 %	\$21 buyers	
Hall & Holz, Limited	21,000	£20	£20	{ £420,000 \$4,200,000 \$20,893	\$20,893	\$2 1/2 for year ending 28.2.05	10 1/2 %	\$23 1/2 buyers	
Hongkong Electric Company, Limited	60,000	£10	£10	{ £600,000 \$6,000,000 \$2,568	\$2,568	{ \$1.00 for 10 months ending 28.2.06 Int. div. of \$2 for 10 months ending 28.2.05	8 %	\$14 1/2 buyers	
Hongkong High-Level Tramways Company, Ltd.	1,250	£100	£100	{ £125,000 \$1,250,000 \$2,796	\$2,796	Int. div. of \$2 for 10 months ending 28.2.05	10 1/2 %	\$215	
Hongkong Ice Company, Limited	5,000	£25	£25	{ £125,000 \$1,250,000 \$3,776	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$236	
Hongkong Rope Manufacturing Company, Ltd.	50,000	£10	£10	{ £500,000 \$5,000,000 \$2,568	\$2,568	\$9 for 1905 on 5 shares	6 1/2 %	\$20	
Hongkong Steam Waterbury Company, Limited	15,000	£10	£10	{ £150,000 \$1,500,000 \$2,568	\$2,568	Final of 57 cents making \$1 for the year	12 1/2 %	\$7 1/2 buyers	
Maatschappij tot Mijn. Bosch en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,502 \$5,475,020 Tls. 27,603	Tls. 27,603	{ Third interim div. of Tls. 3 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	{ Tls. 237 1/2 ex di buyers	
Philippine Company, Limited	17,500	£10	£10	{ none \$0 Dr. P. 34,324	Dr. P. 34,324	None	...	\$5 buyers	
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 \$1,650,000 Tls. 11,017	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 125 sellers	
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 4,500 \$45,000 Tls. 9,751	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers	
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 \$370,000 Tls. 2,753	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 135	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,000 \$240,000 Tls. 1,452	Tls. 1,452	Interim div. of Tls. 4 on account 1906	6 1/2 %	Tls. 82 buyers	
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ £144,000 \$1,440,000 Tls. 190,000	Tls. 190,000	Interim div. of 15/- for 1-year 1906	...	Tls. 365	
South China Morning Post, Limited	7,200	£20	£20	{ £144,000 \$1,440,000 Tls. 190,000	Tls. 190,000	Interim div. of 5/- for 1-year 1906	...	Tls. 280	
Steam Laundry Company, Limited	20,000	£5	£5	{ £100,000 \$1,000,000 Tls. 1,012	Tls. 1,012	None	...	\$22 buyers	
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 \$152,950 Tls. 4,000	Tls. 4,000	50 cents for year ended 31.5.05	8 1/2 %	Tls. 105	
United Asbestos Oriental Agency, Limited	9,000	£10	£10	{ £90,000 \$900,000 \$752	\$752	{ 70 cents for year ended 31.5.1906 \$9.90	8 1/2 %	\$8	
Do. (Founders')	100	£10	£10	{ £1,000,000 \$10,000,000 \$752	\$752	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150	
Watson, (A. S.) & Co., Limited	90,000	£10	£10	{ £900,000 \$9,000,000 \$4,500	\$4,500	Interim div. of 50 cts. for the year 1905/6	10 %	\$10	
William Powell, Limited	15,000	£10	£10	{ £150,000 \$1,500,000 \$4,500	\$4,500	Interim div. of 50 cts. for the year 1905/6	10 %	\$10	
DIVIDENDS PAYABLE:-									
Douglas Steamship Co., Ltd.								\$2 1/2	1st October